Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes ___ No X Unknown ___ IF "Yes" check one: Weather ___ Hood ___

(Complete items 2 through 14 for each crewmember pilot)

ASSIGNED DUTY ON FLIGHT ORDER	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all items to the nearest hour	Brown	Shay	Fleming	Stefanski	
2. Total flying hours (including AF time, student time, and other accredited time)	5192:00	5115:00	7090:00	6384:00	
3. Total rated 1st pilot and instructor pilot hours, all aircraft	3999:00	4349:00	4387:00	5562:00	
4. Total weather instrument hours	518:00	190:00	465:00	469:00	
5. Total 1st pilot and instructor pilot hours this model (F-84, B-50, C-119, etc.)	28:00	86:00	419:00	70:00	
6. Total other (Command, a/c cmdr, co-pilot, radar control plt.) hours this model	51:00	42.00		11:00	
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-84D, etc.)	28:00	86:00	406:45	70:00	
8. Total other (Command, a/c cmdr, co-pilot, radar control plt.) hrs this model and series	51:00	42.00		11:00	
9. Total pilot hours last 90 days	9:00	71:00	138:00	87:00	
10. Total 1st pilot and instructor pilot hours last 90 days	19:00	71:00	138:00	76:00	
11. Total pilot hours (night) last 90 days	21:00	18:00	41:00	28:00	
12. Total pilot hours, weather and hood, last 90 days	6:00	[redacted]	[redacted]	14:00	
13. Date and duration of last previous flight this model	26 Jan 56 9:50	11:5[redacted]	[redacted]	14 Feb 56 7:25	
14. Date and duration of last previous flight this model and series	26 Jan 56 9:50	11:5[redacted]	[redacted]	14 Feb 56 7:25	

15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.

Section E—PERSONNEL INVOLVED

(Including operator and all other persons, whether in plane or not)

[redacted] Number (1)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used Yes (6)	Parachute Used No (7)	Ejection Seat Used Yes (8)	Ejection Seat Used No (9)
[redacted]	[redacted]	SAC,15AF,93BW(H),Castle AFB	Fatal	X			X
		SAC,15AF,93BW(H),Castle AFB	Fatal		X		X
		SAC,15AF,93BW(H),Castle AFB	Major	X		X	
		SAC,15AF,93BW(H),Castle AFB	Fatal		X		X
		SAC,15AF,93BW(H),Castle AFB	Major	X		X	
		SAC,15AF,93BW(H),Castle AFB	Minor	X		X	
		SAC,15AF,93BW(H),Castle AFB	Fatal		X		X
		SAC,15AF,93BW(H),Castle AFB	Major	X			X

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

Section F—WEATHER

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
Clear	60NM	300°/010Kts	+ 45°F	16	30.02	3/8 Thin Sctd

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

Section G—ENGINEERING DATA

1. Damage: (Check one) Destroyed X Substantial ___ Minor ___ None ___ 2. Was aircraft damaged beyond economical repair? Yes X No ___

3. Estimated number of direct manhours for repair, if applicable N/A Cost of damage to aircraft 15,786,900

4. Fire before accident X Fire after accident X Fire did not occur ___ 5. Did explosion occur? Yes X No ___

6. How many T.O.s not complied with at time of accident? 5 (List T.O. numbers and titles on separate sheet)

7. Has your Base previously submitted a UR on any factor involved in this accident? Yes X No ___

8. Is a UR being submitted as a result of this accident? Yes X No ___ (If "Yes" attach copy) UR number 93 BW 56-155

9. Is TDR requested? Yes X No ___ Attach copy of request Coordinated verbally with WADC.

AF FORM 14 15 JUN 56 ← Previous editions of this form are obsolete.

Section H—DAMAGE

DESCRIBE BRIEFLY EXTENT OF DAMAGE TO AIRCRAFT AND ANY PROPERTY DAMAGE INCURRED

a. Aircraft totally destroyed.

b. Damage to private property undetermined at this time due to extensive area covered by explosion. Claims inspection and confirmation incomplete. Present approximation $15,000 to $20,000.

D- 9,978,192

Section I—PHASE OF OPERATION (Check an'y ONE)		Section J—ACCIDENT TYPE			Section K—CONDITIONS AFFECTING ACCIDENT	
	ENGINES RUNNING—NOT TAXIING	P	S	Check one accident type as "Primary." Check all others applicable as "Secondary."		(Check all applicable)
	Pre-flight			Ground or water loop		Immediate forced landing
	Post flight			Wing-tip landing		Precautionary landing
	Other			Wheels-up landing		Fuel exhaustion or starvation
	TAXIING			Hard landing		Engine stoppage or flameout
	To takeoff			Collapse or retraction of gear		Lost or inaccurate navigation
	From landing			Undershoot		Pertinent T.O.'s not complied with
	Within other area			Overshoot		Simulated emergency
	TAKEOFF			Nose-up or nose-over		Ditching (intentional and controlled)
	Run			Collision with other aircraft		Accidents in water (other than ditching)
	Climb			Collision with ground or water		Explosive decompression
	Discontinued (aborted takeoff)			Collisions—Other		Intentional damage to avoid greater hazard
	IN FLIGHT			Spin		GCA, ILAS or range approach used
X	Normal flight			Stall		Exceeded mach or near mach
	Acrobatics			Fire and/or explosion on ground		Compressibility
	Formation tactics		X	Fire and/or explosion in the air		Gear failed to extend
	Other maneuvers			Airframe failure in flight		Prop reversal
	LANDING			Abandoned aircraft		Uncontrollable porpoising in flight
	Approach			Prop or jet-blast		Struck arresting barrier
	Flare-out	X		Equipment loss in flight		Touch and go
	Roll			Other (indicate)	X	Other (indicate) Equip Failure
	GO-AROUND			Undetermined		
	OTHER (indicate)					

Section L—CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

P	C	Check one primary cause factor (P), and those contributory cause factors (C) that may be applicable. NOTE: Contributory cause factors may appear in same major category as primary cause; i. e.—both primary and contributing cause factors may be "Operator error."	
		OPERATOR ERROR	Incorrect operation of the aircraft or its systems; improper technique; inadequate flight preparation; improper procedures; faulty judgment, etc., by person(s) at controls of aircraft at time of accident.
		CREWMEMBER ERROR	Error committed by any member of the flight crew except operator(s).
		SUPERVISORY ERROR	Inadequate exercise of command; inadequate supervision of aircrews, operations, maintenance and other functions supporting flying operations; inadequate supervision of training, etc. (Incl. IP's & AC's)
		MAINTENANCE ERROR	Improper repair, service, inspection or installation of aircraft components, parts or systems; inadequate or improper compliance with established maintenance procedures.
		OTHER PERSONNEL ERRORS	Errors committed by other than aircrew, supervisory or maintenance personnel. Includes GCA, Weather, Tower, Communications, Installations and any other supporting personnel, etc.
X		MATERIEL FAILURE	Failure or malfunction of the airframe, engine or any other system, component or accessory of the aircraft, etc.
		AIR BASE OR AIRWAYS	Any malfunction, inadequacy or absence of air base and/or airways equipment or facilities, including deficiencies and hazards of runways, taxiways, aprons, overruns, clear zones, etc.
		WEATHER CONDITIONS	Reduced visibility, icing, turbulence, thunderstorm, surface wind, winds aloft, low ceiling, etc.
		MISCELLANEOUS CONDITIONS	Bird strikes, struck low target, shock, ricochets, hypoxia, vertigo, fatigue, etc.
		UNDETERMINED	

Present detailed description of acts, events, or conditions considered to be primary or contributory cause factors (separate paragraph for each) in FINDINGS portion of Narrative Description of Accident required by Section M.

Section M—INSTRUCTIONS FOR COMPLETING NARRATIVE DESCRIPTION OF ACCIDENT

THE "NARRATIVE DESCRIPTION" WILL INCLUDE THE FOLLOWING INFORMATION PREPARED ON SEPARATE SHEETS OF PAPER AND ATTACHED TO THE AF FORM 14.

1. HISTORY OF FLIGHT (See AFM 62-5)

A concise narrative of all established facts and circumstances in chronological order of the flight from takeoff to termination will be presented; i.e., date, time and point of departure, type of clearance, mission, destination, hours of fuel, ETE, position reports, weather, etc.

2. INVESTIGATION AND ANALYSIS (See AFM 62-5)

This section will vary in content according to the complexity of the accident and the extent of the investigation. Depending upon the nature of the accident, separate paragraphs should describe the examination, analysis and findings of any or all of the following: aircraft engines; airframe and structures; control system; electrical system; hydraulic system; flight instruments; navigational aids and air base facilities; adequacy of command and staff supervision of flying operations and training; adequacy of maintenance procedures, inspection and training; and directives and SOPs, and any other factors pertinent to the accident. List and discuss any violations.

3. FINDINGS (See AFM 62-5 for details of presentation)

This section will list the significant factual determinations resulting from investigation of the accident. Separate paragraphs will be used to enumerate the following: primary cause of the accident; each contributing cause factor of the accident; various deficiencies or inadequacies of equipment, procedures, operations, maintenance, supervision, facilities, etc., which although not direct contributing factors to this accident, are hazards to safety of flight; various considerations not classed as contributory causes of the accident but implementation or installation of which would have decreased or minimized the probability of the accident having occurred.

4. RECOMMENDATIONS (See AFM 62-5 for details of presentation)

This section will contain, in concise and direct statements, a listing of the remedial or corrective actions which, in the opinion of the investigating officer or board, will prevent recurrence of similar type accidents and eliminate the deficiencies cited in "Findings" of the investigation.

RECORDER'S CHECKLIST FOR ATTACHMENTS TO THE AF FORM 14

(See AFM 62-5 for desired sequence of Form 14 series and attachments)

THE FOLLOWING WILL BE ATTACHED TO ALL REPORTS OF MAJOR AIRCRAFT ACCIDENTS (AF FORM 14)			THE FOLLOWING WILL BE ATTACHED TO REPORTS OF MAJOR ACCIDENTS WHEN APPLICABLE		
1.	X	Narrative description of Accident (Section M)	14.		Board proceedings
2.	X	AF Form 14A	15.		Statement of control tower operator(s)
3.	X	AF Form 14B	16.		Statement of runway control officer
4.		AF Form 5, Pilot(s) involved (See Sec. D, Item 15)	17.		Statement of weather forecaster
5.		Statements of crew members and witnesses (when available)	18.		Statements of consultant or statements declining the opportunity
6.		List of Technical Orders not complied with (See Section G, Item 6)	19.		Transcripts of communications recordings
7.		DD 175 or DD 173 (Clearance)	20.		Statement of damage to private property
8.		DD Form 781-1	21.		Map showing geographical location of accident
9.		DD Form 781-2	22.		DD 365F (Form F)
10.		Diagram of scene of accident	23.	X	AF Form 14C
11.		Photographs (identified)	24.	X	AF Form 14D
12.	X	Index to AF Form 14 attachments	25.		AF Form 14E
13.		NOTE: Determine Security classification of reports (if applicable)	26.		AF Form 14F
			27.		AF 3D 29 (Unsatisfactory Report)
			28.		If aircraft being transferred, ferried, etc., attach copies of coordination messages showing gaining and losing organizations

Section N—AUTHENTICATION

(NAME AND GRADE)

Information contained herein is the result of Board action as authorized by Message

President	Accident Investigation Officer OITG, USAF, AFCFS-D-198
Maintenance Officer	Medical Officer
AAGS Representative	(b) (6)
Member	

SECTION C- PILOTS INVOLVED (FLIGHT CREW) CONT'D

a. (b) (6) MAJ USAF
6929 A U. S. 1916

b. Other-Bunk position

c. Pilot

d. SAC 15AF 93 BW 320 B. S Castle

e. Not applicable

f. Pilot 27 June 1944

g Senior Pilot 26 July 51

h. Green 22 March 56

i. 1234 B
1234 B

a. (b) (6) COL USAF
9750 A

b. Other IP Sent

c Instructor Pilot

d. SAC 15 AF 93 BW C stle

e. SAC 15 AF 93 BW 329 B. S Castle

f Pilot USN 21 May 43
Pilot AF 14 Jan 47

g. Senior Pilot 27 June 56

h Green 17 Jan 57

i. 00650
00660

(AF FORM 14, SECTION G, CON'T)

OPEN TECHNICAL ORDERS ON B-52B AIRCRAFT SERIAL NUMBER 53-384A

T. O. No.	TITLE
5P6-3-2-503	Modification of USAF Type K-4 Vertical Gyro Control
13A1-1-510	Installation of Shear Wire in types MA-2 and -4 Auto Opening Lap Belt latching mechanism
1B-52-570	Inspection of retaining pins in flap screw assy.
1B-1-518	Replacement of type D-2 oxygen regulators equipped with LATEX rubber diaphram
11B31-2-3-504	Addition of Fuse indicating Lamps Radar Set AN/APS-23

(AF [illegible] Sec. M)

1. HISTORY OF FLIGHT

a. B-52B, Serial Number 53-384 with a flight crew of eight including a highly qualified B-52 instructor pilot departed Castle Air Force Base, California at 10:34 PST, 16 February 1956 on a briefed routine training mission. After being airborne for approximately six hours and fifty-one minutes and while over Sacramento, California, altitude 38,000 feet on a south easterly heading, the air crew experienced difficulty with the alternator components of the aircraft. The aircraft commander noticed the right forward overload light on and requested the co-pilot to turn off the malfunctioning alternator. The co-pilot then observed the right forward alternator circuit breaker light had illuminated indicating the alternator had tripped off the line. This was accompanied by a jolt which was experienced by crew members in the forward pressurized compartment. At this time the aircraft commander, over the interphone, ordered the radar operator to turn off his electrically operated equipment. Shortly thereafter the remaining three alternators went off the line which resulted in loss of electrical power. Shortly after the loss of electrical power the forward cabin depressurized rapidly. The aircraft commander immediately lowered the landing gear and started a descent.

b. During the descent the co-pilot observed white smoke and sensed a strong odor of JP-4 fuel fumes coming from the lower crew compartment. Simultaneously crew members occupying the lower compartment reported fire and a colorless liquid (JP-4 fuel) was covering the floor. The fire and smoke increased in intensity accompanied by toxic fumes. Shortly thereafter at approximately 33,000 feet altitude, one of the two crew members in the lower crew compartment ejected. As the aircraft continued descent to approximately 32,000 feet altitude, the co-pilot, after making two unsuccessful attempts to contact the aircraft commander, ejected. The other crew member in the lower crew compartment, after experiencing a violent explosion accompanied by soaring flame, also ejected.

c. As the aircraft continued descending on the south easterly heading, the tail gunner not realizing an emergency existed, noted electrical power failure in his compartment. He attempted voice communication with the aircraft commander without success. After several attempts to determine the cause of power loss he observed that the tip protection gears were in the extended position. He further observed an orange reflection and smoke, and shortly thereafter felt the aircraft pitch nose down (altitude 31,000 feet) in an uncontrollable attitude. When realizing an emergency existed, the tail gunner jettisoned the tail turret and attempted to abandon the aircraft. As a result of the acting G forces he was pinned to his seat and unable to free himself. After a few tense moments during which the aircraft leveled off (altitude approximately 10,000 feet) the tail gunner freed himself and successfully parachuted.

d. Ground witnesses observed the aircraft trailing white smoke, darkening to black during the descent. Witnesses further observed the aircraft to steepen descent and a large explosion separating the forward crew compartment from the aircraft, followed by jettisoning of the tail turret. At approximately 8,000 feet altitude 48 miles along the flight on a southerly heading from Sacramento a violent explosion was observed destroying the aircraft and scattering wreckage over a wide area. Of the eight crew members, four parachuted to safety receiving major injuries and four were fatally injured. The instructor pilot left the aircraft but his parachute failed when the shroud lines parted due to heat and fire. The other three crew members were found in the wreckage of the forward crew compartment.




(g) (q)

(b) (5)

[redacted]

3. FINDINGS

a. The primary cause of the accident was failure of right forward alternator. The alternator drive turbine wheel disintegrated in flight, with fragments penetrating the No. 1 cell of the forward body fuel tank.

b. That multiple fuel leaks were created as a result of the alternator drive turbine wheel disintegration which resulted in fuel spillage onto the alternator deck.

c. That the fuel was ignited as a result of electrical system damage associated with the turbine wheel failure, or by high velocity turbine fragments or by the hot turbine scroll.

d. That JP-4 fuel and fire entered the forward pressurized crew compartment through the access doorway and/or the lower pressure outflow valve after the crew compartment depressurized.

[redacted]


(b) (5)

(b) (5)

[redacted]

MEDICAL REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

1. BASE INVESTIGATING ACCIDENT	2. ASSIGNED BASE OF AIRCRAFT	3. APPROXIMATE DISTANCE OF ACCIDENT FROM INVESTIGATING BASE (Miles)
Castle AFB, Calif.	Castle AFB, Calif.	90 Miles.

4. PLACE OF ACCIDENT	5. AIRCRAFT TYPE, MODEL, SERIES, SERIAL NUMBER	6. TIME OF ACCIDENT (local)	7. DATE OF ACCIDENT
Near Tracy, Calif.	B-52B-53-384A	17.2	15 Feb 56

8. BRIEF DESCRIPTION OF FACTORS AND EVENTS LEADING TO ACCIDENT

At 38,000' while on a routine training flight alternator difficulty developed at 1720 hours after 7 hours flight. Rapid decompression followed complete electrical failure and thick smoke and strong fumes filled the forward cabin. An explosion was followed by fire on the lower deck and (b) (6) ejected downard, (b) (6) upward, and Sgt Ivey bailed out of tail turret. (b) (6) apparently bailed out but separated from his parachute canopy. The other 3 crew members did not escape the aircraft which crashed and burned.

Section B—EQUIPMENT AND AIRCRAFT STRUCTURES

(USE ADDITIONAL SHEETS AS NECESSARY)

1. FIXED SEATS: No. 2 Nr. occupied at time of accident 2 Nr. failed —

2. EJECTION SEATS: Nr. Avail. (armed) 5 Used: Yes X No —
Nr. used in downward ejection 2 Nr. used in upward ejection —
Failed: Yes — No — Nr. failed unk.; 2 not used

3. CABIN PRESSURIZATION: Available to all pers.? Yes X No —
Used by all pers.? Yes — No — Failed? Yes X No —

4. OXYGEN SYSTEM: Available to all pers.? Yes X No —
Type (e. g. high pressure, low pressure, etc.) Liquid
Used by all pers.? Yes — No — Date serviced 16 Feb56
Failed? Yes — No X Time used this flight 7 hours
Amount used this flight unknown

5. OXYGEN MASK: Available to all pers.? Yes X No —
Type (e. g. A-12A, Pressure demand, etc.) PRESSURE demand
Used by all personnel? Yes — No X
Did mask(s) fit? Yes X No — Nr. poorly fitted —
Failed? Yes — No X Nr. failed — Nr. used unk.

6. PROTECTIVE HELMET: Available to all pers.? Yes X No —
Type (e. g. P-1, P-1A, P-3, etc.) P-4
Used by all pers.? Yes — No X Nr. used 6
Failed? Yes — No X Nr. failed —

7. ANTI G SUIT: Available to all pers.? Yes — No X
Type (e. g. G-1, G-4, etc.) —
Used by all pers.? Yes — No X Nr. used —
Failed? Yes — No X Nr. failed —

8. PARACHUTES: Available to all pers? Yes X No —
Type (e. g. bert pack, seat pack, etc.) back pack
Used by all pers? Yes — No X Nr. used 5
Failed? Yes X No — Nr. failed 1

9. AUTOMATIC LAP BELT RELEASE: Available for all pers. Yes — No X
Used by all pers.? Yes — No — Nr. failed 5
Failed? Yes X No — Nr. failed 1

10. OTHER PERSONAL EQUIPMENT (SPECIFY)

Type (e. g. pressure suit)	Nr. Used	Nr. Failed

11. SPECIAL FACTORS WHICH CONTRIBUTED TO OR PREVENTED INJURY: (List any items of personal or aircraft equipment details of structure, incidents such as being trapped in place, or any other factors which aided or impeded escape from aircraft.)

(see attached operations & Egress Report)

12. SPECIFICALLY DESCRIBE DAMAGE TO

Cockpit: Demolished

Crash stations (other than cockpit): Demolished

Emergency exits, hatches, canopies: 2 hatches remaining on aircraft demolished.

Passenger cabin: Not applicable.

AF [illegible] 14d Previous editions of this form are obsolete.

Section C—PERSONNEL INVOLVED—(Note: List all personnel aboard the aircraft at the time of the accident including passengers)

NAME AND RANK	RATING SYMBOL	HEIGHT	WEIGHT	AT TIME OF ACCIDENT: Flight Duty	Body Position*	Location in Acft.	SHOULDER HARNESS: Available	Used	Failed	SAFETY BELT: Available	Used	Failed	ESCAPE EXIT USED (Designate)	RESULT*
(b) (6)	Sr.P.	(b) (6)		I.P.	I.P.	Jump-seat	no			no			unknown	4
	Sr.P.			A/C	I.P.	L.Pilot seat	yes	yes		yes	yes		none	4
	Sr.Obs			Nav.	I.P.	ECM seat	"	"		"	"		"	4
	Sr.P.			I.P.	I.P.	Behind R. Pilot Seat	no			no			"	4
	ECM			ECM	I.P.	R. Obs Seat	yes	yes		yes	yes		Downward Ejection	2
	Sr.Obs			Obs.	I.P.	L.Obs Seat	"	"		"	"		Upward Ejection	3
	Sr.P.			Co-P.	I.P.	R.PilotSeat	"	"		"	"		Upward Ejection	3
	Gun.			Gunner	I.P.	Tail-gunner	"	"		"	"		Tail-turret	3

*Use following code numbers and letters for position of body: Seated (1); Standing (2); Prone (3); Supine (4); Crouched (5); Facing forward (F); Facing rear (R); Facing inward (I); Facing outward (O)
Examples: 2F means Standing Facing Forward; 5R means Crouched Facing Rear; etc.

*Use following code numbers to specify result to personnel: (1) No injury; (2) Minor injury; (3) Major injury; (4) Fatal; (5) Missing. (See AFR 62-14.)

Section D—MEDICAL OFFICER'S RECOMMENDATIONS

Attached

(b) (6)

(SIGNATURE)

[illegible] USAF (MC)
(NAME AND GRADE)

AF FORM 143 (Previous editions of this form are obsolete)

SECTION D - MEDICAL OFFICER'S RECOMMENDATIONS

(b) (5)



MEDICAL REPORT OF AN INDIVIDUAL INVOLVED IN AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 23-14 and AF Manual 62-6, "Aircraft Accident Prevention Manual." If additional space is needed, use Section F hereof and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A—GENERAL INFORMATION

1. NAME	2. SERVICE NR.	3. DATE OF ACCIDENT	4. CURRENT RATING AND DATE	5. FLIGHT DUTY AT TIME OF ACCIDENT
(b) (6)	AO 804532	16 Feb 56	Sr.P. 30Jun50	A/C Commander

6. PILOT'S AFSC	7. WAS PILOT ON FLYING STATUS WITH WAIVER?	DATE GRANTED	FOR WHAT DEFECT?
(b) (6) 1231B Primary ____ Duty ____	Yes ____ No X		

9. DATE OF LAST PHYSICAL EXAM FOR FLYING	10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT
Class I ____ Class II 11 April 55 Defects (Specify) None	Actual ____ Estimated ____ Explain: Deceased

11. DAYS HOSPITALIZED: Est. ____ Actual None (If none indicate) DAYS-IN QUARTERS: Est. ____ Actual ____	12. IF FATAL, TIME AND DATE OF DEATH	13. WAS AUTOPSY PERFORMED?
	1727 16 Feb 56	Yes ____ No X Report fully in Section F.

14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH	15. MEANS USED TO IDENTIFY BODY
Decapitation	Personal effects Fingerprints

Section B—PERSONAL FACTORS (Pilot or Crew Member Only)

One or more checks should be given for items 1 through 8 below. A narrative statement giving the information on which each check is based is desirable.

1. HOW DID THE MAN REACT DURING THE ACCIDENT SEQUENCE?

(Check one)

- X Responded too quickly for corrective action
- ___ No correction action taken due to failure to recognize the situation
- ___ Faulty corrective action taken due to emotional confusion
- ___ Inadequate corrective action taken due to faulty judgment
- ___ Reasoned color but took adequate corrective action too late
- ___ Could not obtain information (fatality, etc.)
- ___ Other (Explain)

For additional narrative

2. Did the man demonstrate a tendency toward any of the following?

Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later		Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later	
___	___	___	Excessive anxiety	___	___	___	Excessive elation
___	___	___	Guilt feeling	___	___	___	Feeling of persecution
___	___	___	Obsessive compulsive behavior	___	___	___	Amnesia
___	___	___	Phobic reactions	___	___	___	Disorientation for time, place or person
___	___	___	Psychosomatic complaints	___	___	___	Use of alcohol or drugs (explain)
___	___	___	Abnormal fatigue (excessive)	X	X	X	Unable to determine (fatality, etc.)
___	___	___	Withdrawal behavior	___	___	___	No abnormal reaction
___	___	___	Depression	___	___	___	Other (Specify)

For additional narrative

Section II—PERSONAL FACTORS (Continued)

Check Factors in Human Error Which Could Have Caused or Contributed to the Accident. Check as many as necessary.

3. EXPERIENCE AND TRAINING
- ___ Limited experience this type aircraft
- ___ Lack of recent experience this type aircraft
- ___ Inadequate training for accident cause factor
- ___ Other (explain)
- ___ Experience and training not a factor
- X Could not be determined (fatality, etc.)

4. SUPERVISION (applies to both air and ground activities)
- ___ Ordered an flight plan beyond ability
- ___ Led into flight conditions beyond ability
- ___ Inadequate briefing
- ___ Poor crew coordination
- ___ Mismissioned
- ___ Other (explain)
- ___ No supervision factors involved
- X Could not be determined (fatality, etc.)

5. PRE-FLIGHT FACTORS
- ___ Faulty flight plan
- ___ Failed to anticipate possible hazards
- ___ Inadequate aircraft preflight check
- ___ Not in proper physical or mental condition
- ___ Other (explain)
- ___ No faulty preflight factors involved
- X Could not be determined (fatality, etc.)

6. IN-FLIGHT FACTORS
- ___ Faulty decision
  - ___ Use of controls
  - ___ Flight procedure
  - ___ Route or weather
  - ___ Other (explain)
- ___ Faulty interpretation
  - ___ Tower or other instructions
  - ___ Instrument, lights and cockpit items
  - ___ Outside conditions (closing speed, etc.)
  - ___ Other (explain)
- ___ Faulty technique
- ___ Faulty attention
  - ___ Low level (inattention)
  - ___ Inadequate vision (channelized attention)
  - ___ Distracted
  - ___ Faulty anticipation
  - ___ Other (explain)
- ___ Faulty attitude
  - ___ Overconfidence
  - ___ Excessive apprehension
  - ___ Excessive motivation (desire to get home, etc.)
  - ___ Poor motivation (poor morale, etc.)
  - ___ Other (explain)
- ___ Poor physical condition (fatigue, etc.)
- ___ Deficiencies in cockpit or instruments
- ___ Other (explain)
- ___ No in-flight factors involved
- X Could not be determined (fatality, etc.)

7. RELATED FACTORS
- ___ Concern over military status
- ___ Lack of confidence in leadership
- ___ Lack of confidence in aircraft
- ___ Recent near accidents, accidents, etc.
- ___ Family difficulties
- ___ Financial worries
- ___ Living conditions
- ___ Philosophical or religious conflicts
- ___ Other (explain)
- ___ Not a factor
- X Could not be determined (fatality, etc.)

8. MARITAL STATUS
- ___ Single
- ___ Married
- X Divorced
- ___ Engaged

9. PHYSIOLOGICAL TRAINING
- Date last course completed: 17 March 1954
- Date of last mask fitting: 15 February 1956
- Fitted by whom: 328th Personnel Equipment

10. POST ACCIDENT TESTS	Accomplished How Long After Accident (in hours)	RESULTS: (Specify names of tests used)
Blood CO (Percent saturation) Alcohol Other (Specify) Visual Tests Other tests Other (Specify)		None

11. ADDITIONAL PERSONAL FACTORS:

(b) (6)

[redacted]

AF FORM 10 FEB 55 1 4 5 Previous editions of this form are obsolete.

Page 1

Section E—STRUCTURES AND EQUIPMENT

Describe fully all aircraft structure or equipment which contributed to the injuries identified in Sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Refer to Operations and Egress Report

Section F—TREATMENT AND COMPLICATIONS

Describe treatment given (e.g., types of operations, open reduction of fractures, etc.). Describe any complications and list any significant sequela

None: Expired in crash.

Section G—USE THIS SPACE FOR REPORT OF AUTOPSY OR FOR ANY EXTENSIONS OF PRECEDING SECTIONS

None.

(USE ADDITIONAL SHEETS AS NECESSARY)

DATE	GRADE	
23 Feb 56	CAPT	(b) (6)

AF FORM 1510 JUL 53 14b Previous editions of this form are obsolete.

MEDICAL REPORT OF AN INDIVIDUAL INVOLVED IN AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." If additional space is needed, use Section F herein and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A—GENERAL INFORMATION

(b) (6) redacted	2. SERVICE NR. 97508	3. DATE OF ACCIDENT 16 Feb 56	4. CURRENT RATING AND DATE Sr.P. 27Jun50	5. FLIGHT DUTY AT TIME OF ACCIDENT Passenger
(b) (6) redacted	7. PILOT'S AFSC 00660 Primary ___ Duty ___	8. WAS PILOT ON FLYING STATUS WITH WAIVER? Yes ___ No X	DATE GRANTED	FOR WHAT DEFECT?

9. DATE OF LAST PHYSICAL EXAM FOR FLYING
Class I ___
Class II 22 December 1955
Defects (Specify) None

10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT
Actual ___ Estimated ___
Explain: Deceased

11. DAYS HOSPITALIZED: Est. ___ Actual None (If none indicate)
DAYS IN QUARTERS: Est. ___ Actual ___

12. IF FATAL, TIME AND DATE OF DEATH
1727 16 Feb 56

13. WAS AUTOPSY PERFORMED? Yes X No ___
Report fully in Section F.

14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH
Skull fracture and multiple fracture.

15. MEANS USED TO IDENTIFY BODY
Fingerprints
Personal effects

Section B—PERSONAL FACTORS (Pilot or Crew Member Only)

One or more checks should be given for items 1 through 4 below. A narrative statement giving the information on which each check is based is desirable.

1. HOW DID THE MAN REACT DURING THE ACCIDENT SEQUENCE?

(Check one)

X Happened too quickly for corrective action.
___ Inadequate corrective action taken due to faulty judgment.
___ Corrective action taken due to failure to recognize the situation.
___ Removed victim but took safe yet corrective action too late.
___ Faulty corrective action taken due to emotional confusion.
___ Could not obtain information (fatality, etc.).
___ Other (Explain)

For additional narrative

2. Did the man demonstrate a tendency toward any of the following?

Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later		Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later	
___	___	___	Excessive anxiety	___	___	___	Excessive elation
___	___	___	Guilt feeling	___	___	___	Feeling of persecution
___	___	___	Obsessive compulsive behavior	___	___	___	Amnesia
___	___	___	Phobic reactions	___	___	___	Disorientation (as time, place or person
___	___	___	Psychosomatic complaints	___	___	___	Use of alcohol or drugs (explain)
___	___	___	Abnormal fatigue (neurotic)	X	X	X	Unable to determine (fatality, etc.)
___	___	___	Withdrawal behavior	___	___	___	No abnormal reaction
___	___	___	Depression	___	___	___	Other (Specify)

For additional narrative

Section B—PERSONAL FACTORS (Continued)

Check Factors in Human Error Which Could Have Caused or Contributed to the Accident. Check as many as necessary.

3. EXPERIENCE AND TRAINING
- ___ Limited experience this type aircraft
- ___ Lack of recent experience this type aircraft
- ___ Inadequate training for accident cause factor
- ___ Other (explain)
- ___ Experience and training not a factor
- X Could not be determined (fatality, etc.)

4. SUPERVISION (applies to both air and ground activities)
- ___ Ordered an flight plan beyond ability
- ___ Led into flight conditions beyond ability
- ___ Inadequate briefing
- ___ Poor crew coordination
- ___ Misassigned
- ___ Other (explain)
- ___ No supervision factors involved
- X Could not be determined (fatality, etc.)

5. PRE-FLIGHT FACTORS
- ___ Faulty flight plan
- ___ Failed to anticipate possible hazards
- ___ Inadequate aircraft preflight check
- ___ Not in proper physical or mental condition
- ___ Other (explain)
- ___ No faulty preflight factors involved
- X Could not be determined (fatality, etc.)

6. IN-FLIGHT FACTORS
- ___ Faulty decision
  - ___ Use of controls
  - ___ Flight procedure
  - ___ Route or weather
  - ___ Other (explain)
- ___ Faulty interpretation
  - ___ Tower or other instructions
  - ___ Instrument, lights and cockpit items
  - ___ Outside conditions (closing speed, etc.)
  - ___ Other (explain)
- ___ Faulty technique
- ___ Faulty attention
  - ___ Low level (inattention)
  - ___ Inadequate vision (channelized attention)
  - ___ Distracted
  - ___ Faulty anticipation
  - ___ Other (explain)
- ___ Faulty attitude
  - ___ Overconfidence
  - ___ Excessive apprehension
  - ___ Excessive motivation (desire to get home, etc.)
  - ___ Poor motivation (poor morale, etc.)
  - ___ Other (explain)
- ___ Poor physical condition (fatigue, etc.)
- ___ Deficiencies in cockpit or instruments
- ___ Other (explain)
- ___ No in-flight factors involved
- X Could not be determined (fatality, etc.)

7. RELATED FACTORS
- ___ Concern over military status
- ___ Lack of confidence in leadership
- ___ Lack of confidence in aircraft
- ___ Recent near accidents, accidents, etc.
- ___ Family difficulties
- ___ Financial worries
- ___ Living conditions
- ___ Philosophical or religious conflicts
- ___ Other (explain)
- ___ Not a factor
- X Could not be determined (fatality, etc.)

8. MARITAL STATUS

___ Single ___ Divorced
X Married ___ Engaged

9. PHYSIOLOGICAL TRAINING

Date last course completed: Unknown
Date of last mask fitting: Unknown
Fitted by whom: ___

10. POST ACCIDENT TESTS	Accomplished How Long After Accident (in hours)	RESULTS: (Specify names of tests used)
Blood		
CO (Percent saturation)		
Alcohol		
Other (Specify)		
Visual Tests		
Other tests X	72 hrs. (when body found)	Tissue specimens and blood sent to School of Aviation Medicine for hyperic studies.
Other (Specify)		

11. ADDITIONAL PERSONAL FACTORS:

AF FORM 14b Previous editions of this form are obsolete.

(b) (6)

[redacted]

Section E—STRUCTURES AND EQUIPMENT

Describe fully all aircraft structures or equipment which contributed to the injuries identified in Sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Refer to Operations and Egress Report.

Section F—TREATMENT AND COMPLICATIONS

Describe treatment given, e.g., repair of lacerations, open reduction of fractures, etc. Describe any complications and list any significant sequela.

Expired in bailout.

Section G—USE THIS SPACE FOR REPORT OF AUTOPSY OR FOR ANY EXTENSIONS OF PRECEDING SECTIONS

See attached report of autopsy

(USE ADDITIONAL SHEETS AS NECESSARY)

DATE	GRADE	
23 Feb 59	CAPT	(b) (6)

AF FORM 14b Previous editions of this form are obsolete.

"SECT" " G - Report of Autopsy performed on Col. Patrick D. Fleming

(b) (5)



MEDICAL REPORT OF AN INDIVIDUAL INVOLVED IN AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg 127-4 and AF Manual 62-8, "Aircraft Accident Prevention Manual." If additional space is needed, use Section F hereof and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A—GENERAL INFORMATION

(b) (6)	2. SERVICE NR	3. DATE OF ACCIDENT	4. CURRENT RATING AND DATE	5. FLIGHT DUTY AT TIME OF ACCIDENT
	689[illegible]A	16 Feb 56	Sr.P. 1 Oct48	Co-Pilot

(b) (6)	7. PILOT'S AFSC: 1245 (Primary ____ Duty ____)	8. WAS PILOT ON FLYING STATUS WITH WAIVER? Yes ____ No X	DATE GRANTED	FOR WHAT DEFECT?

9. DATE OF LAST PHYSICAL EXAM. FOR FLYING
Class I ____
Class II 25 January 1956
Defects (Specify) None

10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT
Actual ____ Estimated 30-60
Explain:

11. DAYS HOSPITALIZED: Est. 30 Actual ____ (If none indicate)
DAYS IN QUARTERS: Est 30 Actual ____

12. IF FATAL, TIME AND DATE OF DEATH

13. WAS AUTOPSY PERFORMED? Yes ____ No X
Record fully in Section F.

14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH

15. MEANS USED TO IDENTIFY BODY

Section B—PERSONAL FACTORS (Pilot or Crew Member Only)

One or more checks should be given for items 1 through 4 below. A narrative statement giving the information on which each check is based is desirable.

1. HOW DID THE MAN REACT DURING THE ACCIDENT SEQUENCE?
(Check one)

- ____ Happened too quickly for corrective action.
- ____ No corrective action taken due to failure to recognize the situation.
- ____ Faulty corrective action taken due to emotional confusion.
- ____ Inadequate corrective action taken due to faulty judgment.
- ____ Remained calm but took adequate corrective action too late.
- ____ Could not obtain information (fatality, etc).
- ____ Other (Explain)

3. For additional narrative

2. Did the man demonstrate a tendency toward any of the following?

Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later		Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later	
____	____	____	Excessive anxiety	____	____	____	Excessive elation
____	____	____	Guilt feeling	____	____	____	Feeling of persecution
____	____	____	Obsessive compulsive behavior	____	____	____	Amnesia
____	____	____	Phobic reactions	____	____	____	Disorientation for time, place or person
____	____	____	Psychosomatic complaints	____	____	____	Use of alcohol or drugs (explain)
____	____	____	Abnormal fatigue (neurotic)	____	____	____	Unable to determine (fatality, etc.)
____	____	____	Withdrawal behavior	X	X	X	No abnormal reaction
____	____	____	Depression	____	____	____	Other (Specify)

3. For additional narrative

Section B—PERSONAL FACTORS (Continued)

Check Factors in Human Error Which Could Have Caused or Contributed to the Accident. Check as many as necessary.

3. EXPERIENCE AND TRAINING
- ___ Limited experience this type aircraft
- ___ Lack of recent experience this type aircraft
- ___ Inadequate training for accident cause factor
- ___ Other (explain)
- X Experience and training not a factor
- ___ Could not be determined (fatality, etc.)

4. SUPERVISION (applies to both air and ground activities)
- ___ Ordered an flight plan beyond ability
- ___ Led into flight conditions beyond ability
- ___ Inadequate briefing
- ___ Poor crew coordination
- ___ Misassigned
- ___ Other (explain)
- X No supervision factors involved
- ___ Could not be determined (fatality, etc.)

5. PRE-FLIGHT FACTORS
- ___ Faulty flight plan
- ___ Failed to anticipate possible hazards
- ___ Inadequate aircraft preflight check
- ___ Not in proper physical or mental condition
- ___ Other (explain)
- X No faulty preflight factors involved
- ___ Could not be determined (fatality, etc.)

6. IN-FLIGHT FACTORS
- ___ Faulty decision
  - ___ Use of controls
  - ___ Flight procedure
  - ___ Route or weather
  - ___ Other (explain)
- ___ Faulty interpretation
  - ___ Types or other instructions
  - ___ Instrument, lights and cockpit items
  - ___ Outside conditions (closing speed, etc.)
  - ___ Other (explain)
- ___ Faulty technique
- ___ Faulty attention
  - ___ Low level (inattention)
  - ___ Inadequate vision (channelized attention)
  - ___ Distracted
  - ___ Faulty anticipation
  - ___ Other (explain)
- ___ Faulty attitude
  - ___ Overconfidence
  - ___ Excessive apprehension
  - ___ Excessive motivation (desire to get home, etc.)
  - ___ Poor motivation (poor morale, etc.)
  - ___ Other (explain)
- ___ Poor physical condition (fatigue, etc.)
- ___ Deficiencies in cockpit or instruments
- ___ Other (explain)
- X No in-flight factors involved
- ___ Could not be determined (fatality, etc.)

7. RELATED FACTORS
- ___ Concern over military status
- ___ Lack of confidence in leadership
- ___ Lack of confidence in aircraft
- ___ Recent near accidents, accidents, etc.
- ___ Family difficulties
- ___ Financial worries
- ___ Living conditions
- ___ Philosophical or religious conflicts
- ___ Other (explain)
- X Not a factor
- ___ Could not be determined (fatality, etc.)

8. MARITAL STATUS

X Single ___ Divorced ___ Married ___ Engaged

9. PHYSIOLOGICAL TRAINING

Date last course completed: 12 April 1954

Date of last mask fitting: 15 January 1956

Fitted by whom: 320th Personnel Equipment.

10. POST ACCIDENT TESTS	Accomplished How Long After Accident (in hours)	RESULTS: (Specify names of tests used)
Blood		
CO (Percent saturation)		
Alcohol		
Other (Specify)		
Visual Tests		
Other tests		
Other (Specify)		

11. ADDITIONAL PERSONAL FACTORS:

(b) (6)

[redacted]

AF FORM 1768 51 14b Previous editions of this form are obsolete

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Section E—STRUCTURES AND EQUIPMENT

Describe fully all aircraft structures or equipment which contributed to the injuries described in Sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Refer to Operations and Egress Report.

Section F—TREATMENT AND COMPLICATIONS

Describe treatment given, i. e., repair of lacerations, open reduction of fractures, etc. Describe any complications and list any significant sequelae.

Immobilization in body-cast. No complications. No sequelae.

Section G—USE THIS SPACE FOR REPORT OF AUTOPSY OR FOR ANY EXTENSIONS OF PRECEDING SECTIONS

(b) (6)

DATE	GRADE	
23 Feb 56	CAPT	(b) (6)

AF [illegible] 14b Previous editions of this form are obsolete.

MEDICAL REPORT OF AN INDIVIDUAL INVOLVED IN AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." If additional space is needed, use Section F hereof and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A—GENERAL INFORMATION

(b) (6)	2. SERVICE NR. 6929A	3. DATE OF ACCIDENT 16 Feb 56	4. CURRENT RATING AND DATE Sr.P. 26Jun51	5. FLIGHT DUTY AT TIME OF ACCIDENT Inst. Pilot
(b) (6)	6. PILOT's AFSC Primary 1234B Duty	8. WAS PILOT ON FLYING STATUS WITH WAIVER? Yes No X	DATE GRANTED	FOR WHAT DEFECT?

9. DATE OF LAST PHYSICAL EXAM FOR FLYING
Class I
Class II 13 February 1956
Defects (Specify) None

10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT
Actual Estimated
Explain: Deceased

11. DAYS HOSPITALIZED: Est. Actual None (If none indicate)
DAYS IN QUARTERS: Est. Actual

12. IF FATAL, TIME AND DATE OF DEATH
1127 16 Feb 56

13. WAS AUTOPSY PERFORMED? Yes No X
Report fully in Section F.

14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH
Evisceration

15. MEANS USED TO IDENTIFY BODY
Dental records
Fingerprints
Personal effects

Section B—PERSONAL FACTORS (Pilot or Crew Member Only)

One or more checks should be given for Items 1 through 4 below. A narrative statement giving the information on which each check is based is desirable.

1. HOW DID THE MAN REACT DURING THE ACCIDENT SEQUENCE?

(Check one)

X Happened too quickly for corrective action.
___ No corrective action taken due to failure to recognize the situation.
___ Faulty corrective action taken due to emotional confusion.
___ Inadequate corrective action taken due to faulty judgment.
___ Remained calm but took inadequate corrective action too late.
___ Could not obtain information (fatality, etc.).
___ Other (Explain)

For additional narrative:

2. Did the man demonstrate a tendency toward any of the following?

Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later		Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later	
			Excessive anxiety				Excessive elation
			Guilt feeling				Feeling of persecution
			Obsessive compulsive behavior				Amnesia
			Phobic reactions				Disorientation for time, place or person
			Psychosomatic complaints				Use of alcohol or drugs (explain)
			Abnormal fatigue (neurotic)	X	X	X	Unable to intervene (fatality, etc.)
			Withdrawal behavior				No abnormal reaction
			Depression				Other (Specify)

For additional narrative:

Section B—PERSONAL FACTORS (Continued)

Check Factors in Human Error Which Could Have Caused or Contributed to the Accident. Check as many as necessary.

7. EXPERIENCE AND TRAINING
- ___ Limited experience this type aircraft
- ___ Lack of recent experience this type aircraft
- ___ Inadequate training for accident cause factor
- ___ Other (explain)
- ___ Experience and training not a factor
- X Could not be determined (fatality, etc.)

8. SUPERVISION (applies to both air and ground activities)
- ___ Ordered an flight plan beyond ability
- ___ Led into flight conditions beyond ability
- ___ Inadequate briefing
- ___ Poor crew coordination
- ___ Malmanned
- ___ Other (explain)
- ___ No supervision factors involved
- X Could not be determined (fatality, etc.)

9. PRE-FLIGHT FACTORS
- ___ Faulty flight plan
- ___ Failed to anticipate possible hazards
- ___ Inadequate aircraft preflight check
- ___ Not in proper physical or mental condition
- ___ Other (explain)
- ___ No faulty preflight factors involved
- X Could not be determined (fatality, etc.)

6. IN-FLIGHT FACTORS
- ___ Faulty decision
  - ___ Use of controls
  - ___ Flight procedure
  - ___ Route or weather
  - ___ Other (explain)
- ___ Faulty interpretation
  - ___ Tower or other instructions
  - ___ Instrument, lights and cockpit items
  - ___ Outside conditions (closing speed, etc.)
  - ___ Other (explain)
- ___ Faulty technique
- ___ Faulty attention
  - ___ Low level (inattention)
  - ___ Inadequate scan (channelized attention)
  - ___ Distracted
  - ___ Faulty anticipation
  - ___ Other (explain)
- ___ Faulty attitude
  - ___ Overconfidence
  - ___ Excessive apprehension
  - ___ Excessive motivation (desire to get home, etc.)
  - ___ Poor motivation (poor morale, etc.)
  - ___ Other (explain)
- ___ Poor physical condition (fatigue, etc.)
- ___ Deficiencies in cockpit or instruments
- ___ Other (explain)
- ___ No in-flight factors involved
- X Could not be determined (fatality, etc.)

7. RELATED FACTORS
- ___ Concern over military status
- ___ Lack of confidence in leadership
- ___ Lack of confidence in aircraft
- ___ Recent near accidents, accidents, etc.
- ___ Family difficulties
- ___ Financial worries
- ___ Living conditions
- ___ Philosophical or religious conflicts
- ___ Other (explain)
- ___ Not a factor
- X Could not be determined (fatality, etc.)

8. MARITAL STATUS

___ Single ___ Divorced
X Married ___ Engaged

9. PHYSIOLOGICAL TRAINING

Date last course completed 7 June 1954
Date of last mask fitting 14 February 1956
Fitted by whom 328th Personnel Equipment

10. POST ACCIDENT TESTS	Accomplished How Long After Accident (in hours)	RESULTS: (Specify names of tests used)
Blood CO (Percent saturation) Alcohol Other (Specify) Visual Tests Other tests Other (Specify)		None

11. ADDITIONAL PERSONAL FACTORS

(b) (6)

[redacted]

Section D—DIAGNOSIS

(b) (6)

[redacted]

AF [illegible] 141 - Previous editions of this form are obsolete.

Page 2

Section E—STRUCTURES AND EQUIPMENT

Describe fully all unsafe structures or equipment which contributed to the injury identified in Sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Refer to Operations and Egress Report.

Section F—TREATMENT AND COMPLICATIONS

Describe treatment given, i. e., repair of lacerations, open reduction of fractures, etc. Describe any complications and list any significant sequela.

None: Expired in crash.

Section G—USE THIS SPACE FOR REPORT OF AUTOPSY OR FOR ANY EXTENSIONS OF PRECEDING SECTIONS

None.

(USE ADDITIONAL SHEETS AS NECESSARY)

DATE	GRADE	
23 Feb 56	CAPT	(b) (6)

AF FORM 14b Previous editions of this form are obsolete.

MEDICAL REPORT OF AN INDIVIDUAL INVOLVED IN AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-6, "Aircraft Accident Prevention Manual." If additional space is needed, use Section F (insert and/or additional sheet[s] as necessary, identifying by proper section letter.

Section A—GENERAL INFORMATION

(b) (6)	2. SERVICE NR. AO 732788	3. DATE OF ACCIDENT 16 Feb 56	4. CURRENT RATING AND DATE See Item 15	5. FLIGHT DUTY AT TIME OF ACCIDENT Observer (Pilot, Observer, position (split- BOM at

(b) (6)	7. PILOT'S AFSC Primary 3024 Duty	8. WAS PILOT ON FLYING STATUS WITH WAIVER? Yes No X	DATE GRANTED	FOR WHAT DEFECT? phase

9. DATE OF LAST PHYSICAL EXAM. FOR FLYING
Class I
Class II 2 May 55
Defects (Specify) None

10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT
Actual Unknown Estimated 30-60
Explain

11. DAYS HOSPITALIZED: Est. Actual 5 (If none indicate)
DAYS IN QUARTERS: Est. 30 Actual

12. IF FATAL, TIME AND DATE OF DEATH

13. WAS AUTOPSY PERFORMED? Yes No
Report fully in Section F

14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH
First degree burns of face and both hands.

15. MEANS USED TO IDENTIFY BODY
#1. P - 3 Dec 42
BOM - 12 May 52

Section B—PERSONAL FACTORS (Pilot or Crew Member Only)

One or more checks should be given for items 1 through 8 below. A narrative statement giving the information on which each check is based is desirable.

1. HOW DID THE MAN REACT DURING THE ACCIDENT SEQUENCE?
(Check one)

- ___ Inadequate corrective action taken due to faulty judgment.
- X Hesitated too quickly for corrective action.
- ___ Remained calm but took adequate corrective action too late.
- ___ No corrective action taken due to failure to recognize the situation.
- ___ Could not obtain information (fatality, etc.).
- ___ Faulty corrective action taken due to emotional confusion.
- ___ Other (Explain)

For additional narrative

2. Did the man demonstrate a tendency toward any of the following?

Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later		Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later	
___	___	___	Excessive anxiety	___	___	___	Excessive elation
___	___	___	Guilt feeling	___	___	___	Feeling of persecution
___	___	___	Obsessive compulsive behavior	___	___	___	Amnesia
___	___	___	Phobic reactions	___	___	___	Disorientation for time, place or person
___	___	___	Psychosomatic complaints	___	___	___	Use of alcohol or drugs (explain)
___	___	___	Abnormal fatigue (neurotic)	___	___	___	Unable to determine (fatality, etc.)
___	___	___	Withdrawal behavior	X	X	X	No abnormal reaction
___	___	___	Depression	___	___	___	Other (Specify)

For additional narrative

Section B—PERSONAL FACTORS (Continued)

Check Factors in Human Error Which Could Have Caused or Contributed to the Accident. Check as many as necessary.

5. EXPERIENCE AND TRAINING
- ___ Limited experience this type aircraft
- ___ Lack of recent experience this type aircraft
- ___ Inadequate training for accident cause factor
- ___ Other (explain)
- X Experience and training not a factor
- ___ Could not be determined (fatality, etc.)

4. SUPERVISION (applies to both air and ground activities)
- ___ Ordered on flight plan beyond ability
- ___ Led into flight conditions beyond ability
- ___ Inadequate briefing
- ___ Poor crew coordination
- ___ Maintained
- ___ Other (explain)
- X No supervision factors involved
- ___ Could not be determined (fatality, etc.)

5. PRE-FLIGHT FACTORS
- ___ Faulty flight plan
- ___ Failed to anticipate possible hazards
- ___ Inadequate aircraft preflight check
- ___ Not in proper physical or mental condition
- ___ Other (explain)
- X No faulty preflight factors involved
- ___ Could not be determined (fatality, etc.)

6. IN-FLIGHT FACTORS
- ___ Faulty decision
  - ___ Use of controls
  - ___ Flight procedure
  - ___ Route or weather
  - ___ Other (explain)
- ___ Faulty interpretation
  - ___ Tower or other instructions
  - ___ Instrument, lights and cockpit items
  - ___ Outside conditions (closing speed, etc.)
  - ___ Other (explain)
- ___ Faulty technique
- ___ Faulty attention
  - ___ Low level (inattention)
  - ___ Inadequate vision (channelized attention)
  - ___ Distracted
  - ___ Faulty anticipation
  - ___ Other (explain)
- ___ Faulty attitude
  - ___ Overconfidence
  - ___ Excessive apprehension
  - ___ Excessive motivation (desire to get home, etc.)
  - ___ Poor motivation (poor morale, etc.)
  - ___ Other (explain)
- ___ Poor physical condition (fatigue, etc.)
- ___ Deficiencies in cockpit or instruments
- ___ Other (explain)
- X No in-flight factors involved
- ___ Could not be determined (fatality, etc.)

7. RELATED FACTORS
- ___ Concern over military status
- ___ Lack of confidence in leadership
- ___ Lack of confidence in aircraft
- ___ Recent near accidents, accidents, etc.
- ___ Family difficulties
- ___ Financial worries
- ___ Living conditions
- ___ Philosophical or religious conflicts
- ___ Other (explain)
- X Not a factor
- ___ Could not be determined (fatality, etc.)

8. MARITAL STATUS

___ Single ___ Divorced
X Married ___ Engaged

9. PHYSIOLOGICAL TRAINING

Date last course completed: January 1956
Date of last mask fitting: 10 February 1956
Fitted by whom: 328th Personnel Equipment

10. POST ACCIDENT TESTS	Accomplished How Long After Accident (in hours)	RESULTS: (Specify names of tests used)
Blood CO (Percent saturation) Alcohol Other (Specify) Visual Tests Other tests Other (Specify)		None

11. ADDITIONAL PERSONAL FACTORS:

(b) (6)

[redacted]

Section D—DIAGNOSIS

(b) (6)

[redacted]

(b) (6)

[redacted]

DATE	GRADE	(b) (6)
23 Feb 56	CAPT	

AF FORM 55, 14b Previous editions of this form are obsolete.

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MEDICAL REPORT OF AN INDIVIDUAL INVOLVED IN AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, Aircraft Accident Prevention Manual. If additional space is needed, use Section B herein and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A—GENERAL INFORMATION

Observer at EOM

(b) (6)	1. SERVICE NR. AO 811803	3. DATE OF ACCIDENT 16 FEB 56	4. CURRENT RATING AND DATE 5 Sr.Obs. Aug 5	5. FLIGHT DUTY AT TIME OF ACCIDENT position (split-
(b) (5)	2. PILOT'S AFSC Primary 1521A Duty	6. WAS PILOT ON FLYING STATUS WITH WAIVER? Yes No X	DATE GRANTED	FOR WHAT DEFECT? phase

7. DATE OF LAST PHYSICAL EXAM. FOR FLYING
Class I
Class II 9 November 1955
Defects (Specify) None

10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT
Actual Estimated
Explain: Deceased

11. DAYS HOSPITALIZED: Est. Actual None (If none indicate)
DAYS IN QUARTERS: Est. Actual

12. IF FATAL, TIME AND DATE OF DEATH
1727 16 Feb 56

13. WAS AUTOPSY PERFORMED? Yes X No
Report fully in Section B.

14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH
Evisceration

15. MEANS USED TO IDENTIFY BODY
Personal Effects
Dental Records
Fingerprints

Section B—PERSONAL FACTORS (Pilot or Crew Member Only)

One or more checks should be given for items 1 through 8 below. A narrative statement giving the information on which each check is based is desirable.

1. HOW DID THE MAN REACT DURING THE ACCIDENT SEQUENCE?

(Check one)

X Happened too quickly for corrective action.
___ No corrective action taken due to failure to recognize the situation.
___ Faulty corrective action taken due to emotional confusion.
___ Inadequate corrective action taken due to faulty judgment.
___ Remained calm but took inadequate corrective action too late.
___ Could not obtain information (fatality, etc.).
___ Other (Explain)

For additional narrative:

2. Did the man demonstrate a tendency toward any of the following?

Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later		Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later	
___	___	___	Excessive anxiety	___	___	___	Excessive elation
___	___	___	Guilt feeling	___	___	___	Feeling of persecution
___	___	___	Obsessive compulsive behavior	___	___	___	Amnesia
___	___	___	Phobic reactions	___	___	___	Disorientation for time, place or person
___	___	___	Psychosomatic complaints	___	___	___	Use of alcohol or drugs (explain)
___	___	___	Abnormal fatigue (neurotic)	X	X	X	Unable to determine (fatality, etc.)
___	___	___	Withdrawal behavior	___	___	___	No abnormal reaction
___	___	___	Depression	___	___	___	Other (Specify)

For additional narrative:

Section B—PERSONAL FACTORS (Continued)

Check Factors in Human Error Which Could Have Caused or Contributed to the Accident. Check as many as necessary.

3. EXPERIENCE AND TRAINING
- ___ Limited experience this type aircraft
- ___ Lack of recent experience this type aircraft
- ___ Inadequate training for accident cause factor
- ___ Other (explain)
- ___ Experience and training not a factor
- X Could not be determined (fatality, etc.)

4. SUPERVISION (applies to both air and ground activities)
- ___ Ordered flight plan beyond ability
- ___ Led into flight conditions beyond ability
- ___ Inadequate briefing
- ___ Poor crew coordination
- ___ Misassigned
- ___ Other (explain)
- ___ No supervision factors involved
- X Could not be determined (fatality, etc.)

5. PRE-FLIGHT FACTORS
- ___ Faulty flight plan
- ___ Failed to anticipate possible hazards
- ___ Inadequate aircraft preflight check
- ___ Not in proper physical or mental condition
- ___ Other (explain)
- ___ No faulty preflight factors involved
- X Could not be determined (fatality, etc.)

6. IN-FLIGHT FACTORS
- ___ Faulty decision
  - ___ Use of controls
  - ___ Flight procedure
  - ___ Route or weather
  - ___ Other (explain)
- ___ Faulty interpretation
  - ___ Tower or other instructions
  - ___ Instrument, lights and cockpit items
  - ___ Outside conditions (closing speed, etc.)
  - ___ Other (explain)
- ___ Faulty technique
- ___ Faulty attention
  - ___ Low level (inattention)
  - ___ Inadequate vision (channelized attention)
  - ___ Distracted
  - ___ Faulty anticipation
  - ___ Other (explain)
- Faulty attitude
  - ___ Overconfidence
  - ___ Excessive apprehension
  - ___ Excessive motivation (desire to get home, etc.)
  - ___ Poor motivation (poor morale, etc.)
  - ___ Other (explain)
- Poor physical condition (fatigue, etc.)
- Deficiencies in cockpit or instruments
- ___ Other (explain)
- ___ No in-flight factors involved
- X Could not be determined (fatality, etc.)

7. RELATED FACTORS
- ___ Concern over military status
- ___ Lack of confidence in leadership
- ___ Lack of confidence in aircraft
- ___ Recent near accidents, accidents, etc.
- ___ Family difficulties
- ___ Financial worries
- ___ Living conditions
- ___ Philosophical or religious conflicts
- ___ Other (explain)
- ___ Not a factor
- X Could not be determined (fatality, etc.)

8. MARITAL STATUS
- ___ Single
- X Married
- ___ Divorced
- ___ Engaged

9. PHYSIOLOGICAL TRAINING
- Date last course completed: Unknown
- Date of last mask fitting: 10 February 1956
- Fitted by whom: 328th Personnel Equipment

10. POST ACCIDENT TESTS	Accomplished How Long After Accident (in hours)	RESULTS: (Specify names of tests used)
Blood		
CO (Percent saturation)		
Alcohol		
Other (Specify)		
Visual Tests		
Other tests X	24 hrs (after removal from wreckage)	frozen tissue specimens sent to School of Aviation Medicine, Randolph AFB, for hypoxia studies.
Other (Specify)		

11. ADDITIONAL PERSONAL FACTORS:

(b) (6)

[redacted]

Section D—DIAGNOSIS

(b) (6)

[redacted]

Section E—STRUCTURES AND EQUIPMENT

Describe fully all aircraft failures or equipment which contributed to the injuries identified in Sections C and D hereof. Indicate any recommendations for changes leading to prevention of similar injuries.

Refer to Operations and Egress Report.

Section F—TREATMENT AND COMPLICATIONS

Describe treatment given, i.e., repair of lacerations, open reduction of fractures, etc. Describe any complications and list any additional injuries.

Expired in crash.

Section G—USE THIS SPACE FOR REPORT OF AUTOPSY OR FOR ANY EXTENSIONS OF PRECEDING SECTIONS

[redacted]

23 Feb 56	CAPT	(b) (6)

AF FORM 14b Previous editions of this are obsolete.

MEDICAL REPORT OF AN INDIVIDUAL INVOLVED IN AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." If additional space is needed, use Section F (page 4) and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A—GENERAL INFORMATION

(b) (6)	2. SERVICE NR. AF 19070020	3. DATE OF ACCIDENT 16 Feb 56	4. CURRENT RATING AND DATE Gunner Mar 54	5. FLIGHT DUTY AT TIME OF ACCIDENT Tail Gunner
(b) (6)	7. PILOT's AFSC Primary 32574 Duty	8. WAS PILOT ON FLYING STATUS WITH [illegible]? Yes No X	DATE GRANTED	FOR WHAT DEFECT?

9. DATE OF LAST PHYSICAL EXAM. FOR FLYING
Class I
Class II 2 November 1955
Defects (Specify) None

10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT
Actual
Estimated 30-60
Explain

11. DAYS HOSPITALIZED: Est. 10 Actual
(If none indicate)
DAYS IN QUARTERS: Est. 30 Actual

12. IF FATAL, TIME AND DATE OF DEATH

13. WAS AUTOPSY PERFORMED? Yes No X
Report fully in Section F.

14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH
Fractured greater multangular, right

15. MEANS USED TO IDENTIFY BODY

Section B—PERSONAL FACTORS (Pilot or Crew Member Only)

One or more checks should be given for items 1 through 8 below. A narrative statement giving the information on which each check is based is desirable.

1. HOW DID THE MAN REACT DURING THE ACCIDENT SEQUENCE?
(Check one)

X Happened too quickly for corrective action.
No corrective action taken due to failure to recognize the situation.
Faulty corrective action taken due to emotional confusion.
Inadequate corrective action taken due to faulty judgment.
Remained calm but took inadequate corrective action too late.
Could not obtain information (fatality, etc.).
Other (Explain)

For additional narrative

2. Did the man demonstrate a tendency toward any of the following?

Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later		Before Accident	Immediately Following (12 hrs.)	Over 24 Hrs. Later	
			Excessive anxiety				Excessive elation
			Guilt feeling				Feeling of persecution
			Obsessive compulsive behavior				Amnesia
			Phobic reactions				Disorientation for time, place or person
			Psychosomatic complaints				Use of alcohol or drugs (explain)
			Abnormal fatigue (neurotic)				Unable to determine (fatality, etc.)
			Withdrawal behavior	X	X	X	No abnormal reaction
			Depression				Other (Specify)

For additional narrative

AF FORM 711 Previous editions of this form are obsolete. Page 1

Section 8—PERSONAL FACTORS (Continued)

Check Factors in Human Error Which Could Have Caused or Contributed to the Accident. Check as many as are applicable.

3. EXPERIENCE AND TRAINING
- ___ Limited experience this type aircraft
- ___ Lack of recent experience this type aircraft
- ___ Inadequate training for accident cause factor
- ___ Other (explain)
- X Experience and training not a factor
- ___ Could not be determined (fatality, etc.)

4. SUPERVISION (applies to both air and ground activities)
- ___ Ordered on flight plan beyond ability
- ___ Led into flight conditions beyond ability
- ___ Inadequate briefing
- ___ Poor crew coordination
- ___ Misassigned
- ___ Other (explain)
- X No supervision factors involved
- ___ Could not be determined (fatality, etc.)

5. PRE-FLIGHT FACTORS
- ___ Faulty flight plan
- ___ Failed to anticipate possible hazards
- ___ Inadequate aircraft preflight check
- ___ Not in proper physical or mental condition
- ___ Other (explain)
- X No faulty preflight factors involved
- ___ Could not be determined (fatality, etc.)

6. IN-FLIGHT FACTORS
- ___ Faulty decision
  - ___ Use of controls
  - ___ Flight procedure
  - ___ Route or weather
  - ___ Other (explain)
- ___ Faulty interpretation
  - ___ Tower or other instructions
  - ___ Instrument, lights and cockpit items
  - ___ Outside conditions (closing speed, etc.)
  - ___ Other (explain)
- ___ Faulty technique
- ___ Faulty attention
  - ___ Low level (inattention)
  - ___ Inadequate vision (channelized attention)
  - ___ Distracted
  - ___ Faulty anticipation
  - ___ Other (explain)
- ___ Faulty attitude
  - ___ Overconfidence
  - ___ Excessive apprehension
  - ___ Excessive motivation (desire to get home, etc.)
  - ___ Poor motivation (poor morale, etc.)
  - ___ Other (explain)
- ___ Poor physical condition (fatigue, etc.)
- ___ Deficiencies in cockpit or instruments
- ___ Other (explain)
- X No in-flight factors involved
- ___ Could not be determined (fatality, etc.)

7. RELATED FACTORS
- ___ Concern over military status
- ___ Lack of confidence in leadership
- ___ Lack of confidence in aircraft
- ___ Recent near accidents, accidents, etc.
- ___ Family difficulties
- ___ Financial worries
- ___ Living conditions
- ___ Philosophical or religious conflicts
- ___ Other (explain)
- X Not a factor
- ___ Could not be determined (fatality, etc.)

8. MARITAL STATUS
- ___ Single
- ___ Divorced
- X Married
- ___ Engaged

9. PHYSIOLOGICAL TRAINING
- Date last course completed: January 1956
- Date of last mask fitting: 10 February 1956
- Fitted by whom: 328th Personnel Equipment

10. POST ACCIDENT TESTS	Accomplished How Long After Accident (in hours)	RESULTS: (Specify names of tests used)
Blood		
CO (Percent saturation)		
Alcohol		
Other (Specify)		
Visual Tests		
Other tests		
Other (Specify)		

11. ADDITIONAL PERSONAL FACTORS:

(b) (6)

[redacted]

Section D—DIAGNOSIS

(b) (6)

[redacted]

Section E—STRUCTURES AND EQUIPMENT

Describe fully all aircraft structures or equipment which contributed to the injuries described in Sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Refer to Operations and Egress Report

Section F—TREATMENT AND COMPLICATIONS

Describe treatment given, i. e., reduction of fractures, open reduction of fractures, etc. Describe any complications and list any significant sequela.

Fractured multangular treated by casting. No complications, no sequelae

Section G—USE THIS SPACE FOR REPORT OF AUTOPSY OR FOR ANY EXTENSIONS OF PRECEDING SECTIONS

None

(USE ADDITIONAL SHEETS AS NECESSARY)

DATE	GRADE	
23 Feb 56	CAPT	(b) (6)

AF [illegible] 14h Previous editions of this form are obsolete. U.S. GOVERNMENT PRINTING OFFICE: [illegible]

AIRCRAFT MAINTENANCE OFFICER'S REPORT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual" when AF Aircraft Accident/Incident involves inadequacy, Malfunction, or Failure of AF Material.

Section A—GENERAL INFORMATION

1. Date of accident	2. Type and model of aircraft involved	3. Aircraft Nr.	4. Place of accident	5. Base investigating accident
16 February 1956	B-52B	53-384	1 mile southeast Tracy, Calif.	OTIC, Norton AFB, Calif

Section B—AIRCRAFT HISTORY, AIRFRAME COMPONENTS AND AIRCRAFT ACCESSORIES DATA

Complete the following when material failure, inadequacy or malfunction are known or suspected cause factors.

1. Date of Air Force acceptance of aircraft	2. Total airframe hours	3. Date last overhaul
22 December 1955	Approximately 106:00	New
4. Overhauling activity	**5. Aircraft hours since overhaul**	**6. Date and type of last periodic inspection**
N/A	Approx 106:00 Since new.	None
7. Aircraft hours at last periodic inspection	**8. Name, part number and position on aircraft of part contributing to accident**	
Approx 106:00 Since new.	Drive Assy Alternator P/N 4839-TD 96200	

9. Is part available for analysis? NO___ YES X (If yes) Where located

10. Date of Air Force acceptance of part	11. Date part last installed	12. Date part last overhauled
22 December 1955	24 May 1955	New
13. Last overhaul activity	**14. Total flight hours of part**	**15. Total flight hours of part at last inspection**
N/A	Approx 106:00	88:05

Section C—FIRES AND EXPLOSIONS

1. Did fire occur? YES X NO___	2. Did explosion occur? YES X NO___	3. Was aircraft fire detection system activated? YES___ NO X
Before impact X After impact___	Before impact X After impact___	(If yes, give type and manufacturer)
If yes, discuss in Section F.	If yes, discuss in Section F.	

4. Was aircraft fixed fire extinguishing system used? (If yes, give type and manufacturer) NO X YES___ Effective___ Ineffective___ Quantity___

Section D—POWER PLANT HISTORY

Complete the following when applicable for engines, afterburners, propellers, turbo-superchargers, helicopter rotors and/or any other power plant components involved. Use a separate column for each component. Complete a separate column for each engine when specific engine(s) involved, or accident cause factor involving engine(s) is undetermined.

1. Name of component	The engines installed on subject aircraft did not contribute to this accident.			
2. Location (if applicable) No. 1, 2, etc.				
3. Model or Part Number				
4. Serial Number (if applicable)				
5. Manufacturer (or licensee)				
6. Total hours				
7. Number of major overhauls				
8. Hours since last major overhaul				
9. Date of last overhaul				
10. Overhaul activity				
11. Date last installed				
12. Hours since last installed				
13. Date of last periodic inspection				
14. Type of last periodic inspection				
15. Fuel (Type & octane rating)				

AF FORM 14C 15 JUN 53 Previous editions of this form are obsolete.

Section E—POWER PLANT OPERATION DATA

Complete the following when available.

1. Sequence of failure(s) by number (1st, 2nd etc.)	2. Time interval between failures (For multiple failures)	3. Altitude failure(s) occurred	4. Climate or temp(s).

A. DATA OF FAILED ENGINES

	Engine factors	Prior to failure of first engine	Prior to failure of second engine	Prior to failure of third engine	REMARKS
RECIPROCATING	5. R. P. M.	N / A			
	6. Manifold pressure				
	7. Torque readings				
	8. Oil pressure				
	9. Oil temperature				
	10. Oil quantity				
	11. Cylinder head temperature				
	12. Fuel mixture setting		N / A		
	13. Fuel pressure				
	14. Fuel flow				
	15. Carburetor preheat setting				
	16. Carburetor air temperature				
	17. Other				
TURBO-JET	18. Percent R. P. M.				
	19. Exhaust gas temperature				
	20. Emergency fuel control setting				N / A
	21. Afterburner settings				
	22. Afterburner nozzle position				
	23. Anti-ice status				
	24. Inlet screen position				
	25. Other				

Section F—AIRCRAFT MAINTENANCE OFFICER'S ANALYSIS

Describe difficulties involved and relationship of the various components above to the accident. Include any additional information or opinion of possible value to future technical analysis of this report. Continuation on plain paper sheets should be attached when necessary.

(b) (5)

[redacted]

[redacted]

AF [illegible] 14C Previous editions of this form are obsolete.

UNCLASSIFIED

GOMBOMWG 93 CASTLE AFB CALIF PRIORITY PRIORITY
X

COMOCAMA TINKER AFB OKLA X

OTIG NORTON AFB CALIF
COMAMC WRIGHT PATTERSON AFB OHIO
COMWADC WRIGHT PATTERSON AFB OHIO
CINCSAC OFFUTT AFB NEBR
COMAF 15 MARCH AFB CALIF

UNCLASSIFIED/MDCMUR 798 . OCAMA ATTN: D/ME; AMC ATTN: MCMES; WADC ATTN: WCOBS; SAC ATTN: DMAC; 15 AF ATTN: DM4.

EMERGENCY UNSATISFACTORY REPORT

SPECIAL HANDLING REQUIRED IAW PART II, T.O. 00-35D-54

A. 93BW-56-155

B. DRIVE ALTERNATOR, 03-I3

C. 4839-TD96200-5A

D. THOMPSON PRODUCTS

E. B-52B SER NR 53-384

F. THOMPSON SEATTLE

G. AT APPRX 1720 HOURS PST B-52 AIRCRAFT 53-384 WAS CRUISING AT 38,000 FEET OVER SACRAMENTO CALIF WHEN THE CREW EXPERIENCED DIFFICULTY WITH ALTERNATOR COMPONENTS OF THE AIRCRAFT.

H. AT THIS TIME THE RIGHT HAND FORWARD ALTERNATOR OVERLOAD LIGHT AND SUBSEQUENT THE CIRCUIT BREAKER LIGHT ILLUMINATED INDICATING THAT IT WAS OFF THE LINE. THIS WAS ACCOMPANIED BY A JAR FELT IN THE FORWARD CREW COMPARTMENT. A SHORT TIME LATER WHITE SMOKE BEGAN TO APPEAR IN THE COCKPIT ACCOMPANIED BY A STRONG ODOR OF JP-4 FUEL. THE COPILOT REPORTS SMOKE APPEARED TO BE COMING FROM THE LOWER DECK STAIRWAY. FLAMES THEN DEVELOPED AND THE AIRCRAFT EXPLODED RESULTING IN THE DESTRUCTION OF AIRCRAFT.

I. DISINTEGRATION OF RIGHT HAND FORWARD ALTERNATOR TURBINE WHEEL WHICH RESULTED IN PIECES OF THE WHEEL PENETRATING FUEL CELLS WHICH IN TURN CAUSED A VIOLENT EXPLOSION ACCOMPANIED BY SEARING FLAMES.

J. THIS FAILED UNIT ALONG WITH OTHER SIMILAR FAILED UNITS WERE SENT TO THOMPSON PRODUCTS SEATTLE FOR TEARDOWN AND ANALYSIS.

[redacted]

FLIGHT UNTIL CORRECTIVE ACTION HAS BEEN TAKEN.

L. DRIVE SER NR 81, TIME SINCE NEW APPRX 110:00

(b) (6) [redacted] LT COL 93BW DUTY PHONE 2402

(b) (6) [redacted] CAPT., USAF

MSGNER 24/22302 FEB 2285

UNSATISFACTORY REPORT

1. ACTION AGENCY	2. CATEGORY (1. Emergency 2. Urgent 3. Routine)
SERIAL NO. PROJECT NO.	[1] REPORTING ACTIVITY [ ] MAJOR COMMAND [ ] ACTION AGENCY

3. REPORTING ACTIVITY

UR SERIAL NO.	DATE	ORGANIZATION	STATION
93BW-56-155	24 Feb 56	93d Bomb Wing (B)	Castle AFB, Calif

4. IDENTIFICATION		5. SUPPLEMENTARY DATA	
ITEM	Drive Alternator, sn 81	QUANTITY IN USE	80
PROPERTY CLASS	03-I3	QUANTITY IN STOCK	Unk
STOCK OR PART NO.	4839-TD96200-5A	QUANTITY INSPECTED	N/A QTY. DEFECTIVE 1
PRIME CONTRACTOR	Boeing	NO. PREVIOUS FAILURES	Unk
MANUFACTURER	Thompson Products	LAST RECORD ACTIVITY	New
ORDER OR SHPMT. NO.	Unknown	6. USAGE (Hours-Miles-Operations)	
PARTS CATALOG TO NO.	Not Available	SINCE NEW	Apprx 110 hours
FIGURE AND INDEX NO.	N/A	SINCE RECONDITION	N/A

7. INSTALLED ON (Indicate major components and end item on which effective item installed or applicable to)

NAME	TYPE, MODEL AND SERIES	SERIAL NO.
Right Hand Forward	N/A	N/A
Aircraft	B-52B	53-384A

8. EXHIBIT DISPOSITION AND INCLOSURES (Place X in proper block(s))

[ ] Attached [ ] Sent under separate cover [ ] Held for disposition instructions [ ] Required or returned to service [ ] To overhaul facility indicate below [X] Destroyed or condemned below [ ] Other (Indicate disposition desired)

9. DETAILS (1. Circumstances prior to difficulty. 2. Description of difficulty. 3. Cause. 4. Action taken. 5. Recommendation(s))

NOTE: This is follow-up UR on TWX UR, MDCMUR 798, dated 24 Feb 56

1. CIRCUMSTANCES PRIOR TO DIFFICULTY: At approximately 1720 hours PST B-52 aircraft 53-384 was cruising at 38,000 feet over Sacramento California when the crew experienced difficulty with alternator components of the aircraft.

2. DESCRIPTION OF DIFFICULTY: At this time, the right hand forward alternator overload light and subsequent the circuit breaker light illuminated indicating that it was off the line. This was accompanied by a jar felt in the forward crew compartment. A short time later, white smoke began to appear in the cockpit accompanied by a strong odor of JP-4 fuel. The co-pilot reports smoke appeared to be coming from the lower deck stairway. Flames then developed and the aircraft exploded resulting in the destruction of aircraft.

3. CAUSE: Disintegration of right hand forward alternator drive turbine wheel which resulted in pieces of the wheel penetrating fuel cells which in turn caused a violent explosion accompanied by searing flames.

4. ACTION TAKEN: This failed unit along with other similar failed units were sent to Thompson Products, Seattle for teardown and analysis.

3. REPORTING ACTIVITY (Continued)

U. R. SERIAL NO.	DATE	ORGANIZATION	STATION
93BW-56-175	2/ Feb 56	93d Bomb Wing (H)	Castle AFB, Calif

9. DETAILS (Continued)

5. RECOMMENDATION: (1) That the results of teardown reports be studied to determine corrective action necessary and that this action be taken immediately.
(2) That all B-52 aircraft equipped with Thompson Alternator drives be restricted from further flight until corrective action has been taken.

(b) (6)
Captain, USAF
PIP Control Officer

REPORT OF PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." Answer all questions and fill in all spaces that apply to this accident/incident giving all information that is known. If more than one answer fits the situation, check each appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is needed, use unlisted space under Section H or one additional sheet(s) identified by proper section letter and question number.

Section A—GENERAL INFORMATION

[redacted]	GRADE: 2DL	RATED AS: Pilot	NONRATED	[redacted]	AIR CREW DUTY: IP

2. AIRCRAFT TYPE, MODEL & SERIES	3. WEATHER CONDITION AT TIME OF BAILOUT:	4. DATE	
B-52B	VFR X Instrument Hood	16 Feb 56	Day X Dawn Night Dusk

5. APPROXIMATE LOCATION OF EMERGENCY: Between Sacramento and Tracy California

6. REASON FOR JUMP: Fire X Engine failure Midair collision Weather Fuel exhaustion Explosion X Loss of control Lost Other (Explain) Smoke and Fumes

Section B—PROCEDURES

7. DIFFICULTIES ASSOCIATED WITH LEAVING AIRCRAFT (Check one as "Primary," all others applicable as "Secondary")

P	S		P	S	
		Interphone or alarm system malfunctioning			Heat
X		Fire			Cold
	X	Noxious gases and fumes			Centrifugal force
		Hatch or canopy jammed or stuck		X	Lack of time
		Struck by hatch or canopy			Pressure changes
		Difficulty in releasing protective equipment			Hypoxia
		Chute, harness or clothing caught on seat or equipment			Ventilation/heating
		Struck by damaged objects			Decompression
		Unable to use canopy release			Anxiousness
		Canopy failed to fire			Fatigue
		Malfunction of ejection seat			Injury (mechanical)
		Ejected through canopy			Other (Explain in Sec. H)
		Wind or air turbulence			Unknown (Explain in Sec. H)
		Burns			None (Explain in Sec. H)

8. BODY POSITION UPON LEAVING PLANE: Head first Feet first Tucked Unknown X

9. EXIT USED: Ejection seat upward Ejection seat downward Front Cockpit Rear cockpit Right seat Left seat
Sucked out by slip stream Cupola Waist or main escape hatch Forward or main bomb bay Aft bomb bay
Cockpit escape hatch Nosewheel well Gunner's escape hatch Bottom escape hatch Blown out by explosion
Other (Describe) Unknown: Either bottom escape hatch or co-pilot's hatch or possibly blown out of aircraft.

10. ATTEMPTS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD: Extending arms Extending legs Rolled on back None UNK

11. DIFFICULTY IN FINDING OR PULLING RIPCORD: Chute harness/seat twisted Injured or wounded Gloves worn
Handle stuck Handle pulled loose None Other (Explain) UNK

12. TIME INTERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (in seconds): 1 to 5 6 to 10 11 to 20 21 to 60
Above 60 Unknown UNK

13. BODY POSITION DURING OPENING: Feet down Head down On back On face Tumbling UNK

14. OPENING SHOCK: Slight Moderate Severe No injury Injury Unconsciousness None UNK

15. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING: Slipping chute Turning body to face drift None

16. EFFECTS DURING DESCENT: Dizziness Nausea Hypoxia Unconsciousness Fatigue NA
Other (Describe in Sec. H)

17. DIRECTION OF BODY DRIFT AT TOUCHDOWN: Forward Backward Sideways NA

18. ATTITUDE AT LANDING: NA Vertical Swinging

19. FORCE OF LANDING EQUIVALENT TO: 10+ ft. free fall 15+ ft. free fall Above 20 ft. free fall X 20,000 ft

20. EVENTS AFTER TOUCHDOWN: Rolled forward Rolled backward Fell forward Fell backward Fell to left
Fell to right Dragged by chute NA ft. Entangled by chute Other (Describe) X

Section B—PROCEDURES (Continued)

15. DIFFICULTY IN COLLAPSE OF CANOPY AND RELEASE OF HARNESS IN WATER

- ___ Rustles or snaps hard to release
- ___ Tangled in harness, risers, or shroud lines
- ___ Jamming or failure of quick release mechanism (Explain in Sec. H)
- ___ Canopy collapsed with difficulty
- ___ Wind hindered efforts
- ___ Injury or unconsciousness delayed efforts
- ___ None
- ___ Other (Describe)

16. FUNCTIONING OF CHUTE Perfect ___ Panels ripped out X Shroud lines broke X Risers twisted ___ Holes in canopy X
Line twisted over canopy ___ Oscillated severely ___ Oscillated slightly ___ Other (Explain)

Section C—RESULTS TO PARACHUTIST

Check whether: (A) BEFORE LEAVING; (B) LEAVING; (C) DESCENT; (D) LANDING

INJURIES	A	B	C	D	INJURIES	A	B	C	D
1. FRACTURES Multiple				X	2. SPRAIN OR DISLOCATION Arm or wrist				
Cranial				X	Ankle or knee				
Facial bone(s)				X	Sprain or strain, back or neck				
Vertebra				X	Other sprains				
Clavicle				X	3. OTHER INJURIES Burns 1st degree	X	X		
Rib				X	Frostbite				
Arm or wrist				X	Abrasions or contusions				
Ankle or leg				X	Lacerations, major				
Other				X	Other (Explain in Section H)				

4. If above information not available, explain in Section H

5. Unconsciousness Yes ___ No ___ NA

6. State number of days hospitalized 0

Explain cause of injury in full detail, using unfilled space under Section H, or additional sheets as necessary

Section D—AERIAL CONDITIONS

1. ATTITUDE OF AIRCRAFT AT TIME OF BAILOUT UNK
Level ___ Inverted ___ Dive ___ Climb ___ Left bank ___ Right bank ___
Left spin ___ Right spin ___ Left spiral ___ Right spiral ___ Unknown ___

2. APPROXIMATE HEIGHT ABOVE SURFACE IN FEET AT TIME OF JUMP 22,000

3. IAS OF AIRCRAFT AT TIME OF BAILOUT, IN KNOTS 250

4. APPROXIMATE FREE AIR TEMPERATURE: -17 ° Fahrenheit

Section E—SURFACE CONDITIONS AT POINT OF LANDING

1. LAND
Type of terrain: Flat X Mountainous ___ Ice ___ Hilly ___ Desert ___ Swamp ___ Other (Describe) ___
Ground conditions: Soft X Ditches or gullies ___ Slippery ___ Hard ___ Rocky ___ Other (Describe) Plowed field
Ground obstructions: Trees ___ Power lines ___ Stones, boulders ___ Bushes ___ Buildings ___ None X Other (Describe) ___

2. HEIGHT AT WHICH PARACHUTIST FIRST DETERMINED ACTUAL LANDING SITE: (Feet) ___

3. WATER CONDITIONS
Approximate depth (feet) ___ Calm ___ Rolling swell ___ Choppy ___
Fresh ___ Salt ___ Approximate temperature (° F.) ___ Waves (Height, Feet) ___

4. VELOCITY OF SURFACE WIND (KNOTS) 0-5

5. SURFACE AIR TEMPERATURE (° F.) 45 - 50

Section F—EQUIPMENT

1. PARACHUTE
a. Size and type: 24 ft ___ 28 ft X Seat type ___ Back type X Other (Describe) ___
b. Automatic opening device: Available: Yes X No ___ Used: Yes ___ No X Failed: Yes ___ No ___
c. Type harness: Quick release ___ Snap and V ring X d. Jettisonable canopy: Yes X No ___
e. Serial number (From Log) 51-40597 Date of last repack 17 Jan 56 Date of last inspection 8 Feb 56
f. Indicate correct parachute designation (i. e. B8, S3, etc.) B-12
g. Height of parachutist (inches) 72" Weight with equipment (lbs.) 190

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Section F—EQUIPMENT (Continued)

2. PROTECTIVE HELMET UNK
Available: Yes X No ___ Used: Yes ___ No ___ Lost: Yes ___ No ___ When lost ___
Type: (e.g. P1, P1A, P2, etc.) P-4
Visor attached: Yes ___ No ___ Visor up ___ Visor down ___ Oxygen mask fastened: Yes ___ No ___ UNK
Was helmet fitted by qualified personnel (Explain in Section H): Yes ___ No ___ UNK

3. EMERGENCY BAILOUT Oxygen available: Yes X No ___ Used: Yes ___ No ___ UNK Failed: Yes ___ No ___ Recharged (Date) ___

4. DINGHY Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___ Type ___

5. ANTI-EXPOSURE SUIT Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___ Type ___

6. MAE WEST Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___
At what point inflated? ___ Difficulty in inflating: Yes ___ No ___

7. SURVIVAL KITS Available: Yes ___ No X Used: Yes ___ No ___ Adequate (Explain in Section H): Yes ___ No ___ Type ___

8. FOOTGEAR Low quarter oxfords ___ Shoes ___ Boots X Flying Boots X Other (Describe) ___

9. OTHER
List items of special or personal equipment used.
List all items lost during bailout ___

10. WERE IDR's SUBMITTED? Yes ___ No ___ If "Yes," list items ___

Section G—TRAINING AND PREPARATION

1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain in Section H) Yes ___ No ___ UNK

2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain in Section H) Yes ___ No ___ UNK

3. PREVIOUS PARACHUTE TRAINING: Lectures ___ Ground Training (Harness rigs, tumbling, etc.) None Number of previous jumps UNK

4. PREVIOUS EJECTION SEAT TRAINING: Lectures ___ Practice ejections ___ Number of previous ejections ___ None UNK

Section H—ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

Information is desired regarding the necessity for such equipment as flashlights, signal mirrors, "Very" pistol, hand flares, knife, rear view, or other items. Also any recommendations you may have for training and equipment, specifically in regard to techniques of bailout from high speed aircraft. Valid criticism on existing equipment is desired.

(b) (5)

Section J—NARRATIVE

Each individual who performs an emergency parachute jump or is rescued under direction of the Aircraft Accident Investigating Officer and with assistance of a Flight Surgeon, Aviation Medical Examiner, or Medical Officer a report a narrative form covering the period between the development of emergency and rescue. Special attention will be given to difficulties encountered in leaving the aircraft in the use of equipment and in landing.

(b) (5)

PARACHUTIST — (b) (6)

Signature: Name and grade

AF FORM 15 1DEC 52 14d — Previous editions of this form are obsolete. — 16—GOVERNMENT PRINTING OFFICE 16—[illegible] — Page [illegible]

REPORT OF PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." Answer all questions and fill in all spaces that apply to the accident/incident giving all information that is known. Where more than one answer fits the situation, check each appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is needed, use entitled space under Section H, or use additional sheet(s) identified by proper section letter and question number.

Section A—GENERAL INFORMATION

Observer

[redacted]	GRADE	RATED or NONRATED	(b) (6)	AIR CREW DUTY
	MAJ	Pilot		Co-pilot

1. [redacted] TYPE, MODEL & SERIES: B-52 B
2. WEATHER CONDITIONS AT TIME OF BAILOUT: TYPE X — Instrument ___ Hood ___
3. DATE: 16 Feb 56
4. Day X Dawn / Night ___ Dusk
5. [redacted] LOCATION OF EMERGENCY: Between Sacramento & Tracy California
6. REASON FOR JUMP: Fire X Engine failure ___ Midair collision ___ Weather ___ Fuel exhaustion ___ Explosion ___ Loss of control ___ Low ___ Other (Explain) Smoke and fuel fumes.

Section B—PROCEDURES

1. DIFFICULTIES ASSOCIATED WITH LEAVING AIRCRAFT (Check one as "Primary," all others applicable as "Secondary.")

P	S		P	S	
[redacted]		Interphone or alarm system not functioning			Heat
[redacted]		Fire			Cold
[redacted]		Noxious gases and fumes			Centrifugal force
		Hatch or canopy jammed or stuck			Lack of time
[redacted]		Struck by hatch or canopy			Pressure changes
		Difficulty in releasing protective equipment			Hypoxia
[redacted]		Chute, harness or clothing caught on seat or equipment			Vertigo-orientation
[redacted]		Struck by dislodged objects			Decompression
[redacted]		Unable to use canopy release			Airsickness
		Canopy failed to fire			Fatigue
		Malfunction of ejection seat			Injury (mechanical)
		Ejected through canopy			Other (Explain in Sec. H)
		Wind or air turbulence			Unknown (Explain in Sec. H)
		Burns	X		None (Explain in Sec. H)

2. BODY POSITION UPON LEAVING PLANE: Head first X Feet first ___ Tucked ___ Unknown ___

3. EXIT USED: Ejection seat upward X Ejection seat downward ___ Front Cockpit X Rear cockpit ___ Right seat X Left seat ___
Sucked out by slip stream ___ Capsule ___ Waist or main escape hatch ___ Forward or main bomb bay ___ Aft bomb bay ___
Cockpit escape hatch ___ Nosewheel well ___ Gunner's escape hatch ___ Bottom escape hatch ___ Blown out by explosion ___
Other (Describe) ___

4. ATTEMPTS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD: Extending arms ___ Extending legs ___ Rolled on back ___ None ___

5. DIFFICULTY IN FINDING OR PULLING RIPCORD: Chute harness loose or twisted ___ Injured or wounded ___ Gloves worn ___
Handle stuck ___ Handle pulled loose ___ None X Other (Explain) ___

6. TIME INTERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (in seconds): 1 to 5 X 6 to 10 ___ 11 to 25 ___ 26 to 60 ___
Above 60 ___ Unknown ___

7. BODY POSITION DURING OPENING: Feet down X Head down ___ On back ___ On face ___ Tumbling ___

8. OPENING SHOCK: Slight ___ Moderate X Severe ___ No injury ___ Injury ___ Unconsciousness ___ None ___

9. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING: Bruises in Groin
Slipping chute ___ Turning body to face drift ___ None X

10. EFFECTS DURING DESCENT: Dizziness ___ Nausea X Hypoxia X Unconsciousness ___ Frostbite ___
Other (Describe in Sec. H) Threw up intermittently

11. DIRECTION OF BODY DRIFT AT TOUCHDOWN: Forward ___ Backward ___ Sideways ___ Straight down

12. ATTITUDE AT LANDING: Vertical X Swinging ___

13. FORCE OF LANDING EQUIVALENT TO: XX 6-10 ft. free fall X 11-20 ft. free fall ___ Above 20 ft. free fall ___

14. EVENTS AFTER TOUCHDOWN: Rolling forward ___ Rolling backward ___ Fell forward ___ Fell backward ___ Fell to side X
Fell to right ___ Dragged by chute ___ ft. Entangled by chute ___ Other (Describe) ___

Section F—EQUIPMENT (Continued)

2. PROTECTIVE HELMET
Available: Yes X No ___ Used: Yes X No ___ Last: Yes X No ___ When last: On objection.
Type: (e.g., Pl, T1A, P2, etc.) P-4
Visor attached: Yes ___ No X Visor up ___ Visor down ___ Oxygen mask fastened: Yes X No ___
Was helmet fitted by qualified personnel (Explain in Section H): Yes ___ No X.

3. EMERGENCY BAILOUT Oxygen available: Yes X No ___ Used: Yes ___ No X Failed: Yes ___ No ___ Recharged (Date) ___

4. DINGHY Available: Yes ___ No ___ Used: Yes ___ No ___ Failed: Yes ___ No ___ Type: ___

5. ANTI-EXPOSURE SUIT Available: Yes ___ No ___ Used: Yes ___ No ___ Failed: Yes ___ No ___ Type: ___

6. MAE WEST Available: Yes ___ No ___ Used: Yes ___ No ___ Failed: Yes ___ No ___
At what point inflated? ___ Difficulty in inflating: Yes ___ No ___

7. SURVIVAL KITS Available: Yes ___ No X Used: Yes ___ No ___ Adequate (Explain in Section H): Yes ___ No ___ Type ___

8. FOOTGEAR Low quarter oxfords ___ Shoes ___ Boots X Flying boots ___ Other (Describe) ___

9. OTHER
List items of special or personal equipment used.
List all items lost during bailout None.

10. WERE UR's SUBMITTED? Yes ___ No X If "Yes," list items ___

Section G—TRAINING AND PREPARATION

1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain in Section H) Yes ___ No X (time short for flight)

2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain in Section H) Yes X No ___ (Slightly loose in crotch)

3. PREVIOUS PARACHUTE TRAINING: Lectures X Ground Training (Harness rigs, tumbling, etc.) ___ None ___ Number of previous jumps

4. PREVIOUS EJECTION SEAT TRAINING: Lectures X Practice ejections X Number of previous ejections ___ None ___

Section H—ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

Information is desired regarding the necessity for such equipment as flashlights, signal mirrors, "Very" pistol, hand flares, knife, side arms, or other items. Add any recommendations you may have for training and equipment, specifically in regard to techniques of bailout from high-speed aircraft. Valid criticism on existing equipment is invited.

(b) (5)

Section I—NARRATIVE

Each individual who performs an emergency procedure must—if practicable—be interviewed by the Aircraft Accident Investigation Officer and with assistance of the Flight Surgeon, Aviation Medical Examiner or Safety Officer complete this report covering the action between the decision point of emergency and rescue. Special attention will be given to difficulties encountered in leaving the aircraft, in the use of equipment and

(b) (5)

(b) (6)

Signature (Name and) grade

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Section C—PROCEDURES (Continued)

15. DIFFICULTY IN COLLAPSE OF CANOPY AND RELEASE OF HARNESS IN WATER:

_____ Buckles or snaps hard to release
_____ Tangled in harness, risers, or shroud lines
_____ Jamming or failure of quick release mechanism (Explain in Sec. H)
_____ Canopy collapsed with difficulty
_____ Wind hindered efforts
_____ Injury or unconsciousness delayed efforts
_____ None
_____ Other (Describe)

16. FUNCTIONING OF CHUTE: Perfect ___ Panels ripped out ___ Shroud lines broke ___ Risers twisted ___ Holes in canopy ___ Line twisted over canopy ___ Oscillated severely ___ Oscillated slightly X Other (Explain) ___

Section C—RESULTS TO PARACHUTIST

Check whether: (A) BEFORE LEAVING; (B) LEAVING; (C) DESCENT; (D) LANDING

INJURIES	A	B	C	D	INJURIES	A	B	C	D
1. FRACTURES					2. SPRAIN OR DISLOCATION: Arm or wrist				
Cranial					Ankle or knee				
Facial bone(s)					Sprain or strain, back or neck				
Vertebra					Other sprains				
Clavicle					3. OTHER INJURIES: Burns				
Rib					Frostbite				
Arm or wrist					Abrasions or contusions				
Ankle or leg					Lacerations, major				
Other					Other (Explain in Section H)				

4. If above information not available, explain in Section H:

5. Unconsciousness: Yes ___ No ___ SEMI-PANTING

6. State number of days hospitalized ___

Explain cause of injury in full detail, using unfilled space under Section H, or additional sheets as necessary

Section D—AERIAL CONDITIONS

1. ATTITUDE OF AIRCRAFT AT TIME OF BAILOUT: Level ___ Inverted ___ Dive X Climb ___ Left bank ___ Right bank ___ Left spin ___ Right spin ___ Left spiral ___ Right spiral ___ Unknown ___

2. APPROXIMATE HEIGHT ABOVE SURFACE IN FEET AT TIME OF JUMP: 32,000

3. IAS OF AIRCRAFT AT TIME OF BAILOUT, IN KNOTS: 250 K

4. APPROXIMATE FREE AIR TEMPERATURE: -58 ° Fahrenheit

Section E—SURFACE CONDITIONS AT POINT OF LANDING

1. LAND
Type of terrain: Flat X Mountainous ___ Ice ___ Hilly ___ Desert ___ Swamp ___ Other (Describe) ___
Ground conditions: Soft X Ditches or gullies ___ Slippery ___ Hard ___ Rocky ___ Other (Describe) Cultivated wheat
Ground obstructions: Trees ___ Power lines ___ Stones, boulders ___ Bushes ___ Buildings ___ None X Other (Describe) ___

2. HEIGHT AT WHICH PARACHUTIST FIRST DETERMINED ACTUAL LANDING SITE: (Feet) Progress observed constantly probable 5000'

3. WATER CONDITIONS
Approximate depth (feet) ___ Calm ___ Rolling swell ___ Choppy ___
Fresh ___ Salt ___ Approximate temperature (° F.) ___ Waves (Height, Feet) ___

4. VELOCITY OF SURFACE WIND (KNOTS): Calm - 2K

5. SURFACE AIR TEMPERATURE (° F.): 45-50

Section F—EQUIPMENT

1. PARACHUTE
a. Size and type: 24 ft ___ 28 ft X Seat type ___ Back type X Other (Describe) ___
b. Automatic opening device: Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___
c. Type harness: Quick release ___ Snap and V ring X d. Jettisonable canopy: Yes X No ___
e. Part Number (From Log): 50J6878 Date of last repack: 6 Jan 56 Date of last inspection: 16 Feb 56
f. Indicate correct parachute designation (i. e., B8, S1, etc.): B-12
g. Height of parachutist (inches): 71" Weight with equipment (lbs.): 175 plus 35 210#

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REPORT OF PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-15 and AT Manual 62-6, "Aircraft Accident Prevention Manual." Answer all questions and fill in all spaces that apply to the accident/incident giving all information that is known. If more than one answer fits the situation, check each appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is needed, use unnumbered paragraphs under Section H or use additional sheet(s) identified by proper section letter and question number.

Section A—GENERAL INFORMATION

(b) (6)	GRADE	RATED	NONRATED	(b) (6)	AIR CREW DUTY
	MAJOR	ORS			RADAR OBSERVER

2. AIRCRAFT TYPE, MODEL & SERIES	3. WEATHER CONDITION AT TIME OF BAILOUT:	4. DATE	
B-52	VFR X Instrument Hood	16 Feb 56	Day X Dawn Night Dusk

5. APPROXIMATE LOCATION OF EMERGENCY
Between Sacramento California to Tracy, California

6. REASON FOR JUMP Fire X Engine failure Midair collision Weather Fuel exhaustion Explosion X Loss of control
Lost Other (Explain)

Section B—PROCEDURES

1. DIFFICULTIES ASSOCIATED WITH LEAVING AIRCRAFT (Check one as "Primary," all others applicable as "Secondary.")

P	S		P	S	
	X	Interphone or alarm system not functioning			Heat
		Fire			Cold
		Noxious gases and fumes			Centrifugal force
		Hatch or canopy jammed or stuck			Lack of time
		Struck by hatch or canopy			Pressure changes
		Difficulty in releasing protective equipment			Hypoxia
		Chute, harness or clothing caught on seat or equipment			Vertigo/disorientation
		Struck by disladged objects			Drowsiness
		Unable to use canopy release			Airsickness
		Canopy failed to fire			Fatigue
		Malfunction of ejection seat			Injury (mechanical)
		Ejected through canopy			Other (Explain in Sec. H)
	X	Wind or air turbulence			Unknown (Explain in Sec. H)
		Burns	X		None (Explain in Sec. H)

2. BODY POSITION UPON LEAVING PLANE Head first Feet first X Tucked Unknown

3. EXIT USED: Ejection seat upward Ejection seat downward X Front Cockpit Rear cockpit Right seat Left seat X
Sucked out by slip stream Capsule Waist or main escape hatch Forward or main bomb bay Aft bomb bay
Cockpit escape hatch Nosewheel well Gunner's escape hatch Bottom escape hatch Blown out by explosion
Other (Describe)

4. ATTEMPTS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD Extending arms Extending legs Rolled on back None X

5. DIFFICULTY IN FINDING OR PULLING RIPCORD Chute harness loose or twisted Injured or wounded Gloves worn
Handle stuck Handle pulled loose X None Other (Explain) Actually no trouble involved but D ring was out of pocket.

6. TIME INTERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (in seconds) 1 to 5 X 6 to 10 11 to 25 26 to 40
Above 40 Unknown

7. BODY POSITION DURING OPENING Feet down Head down On back On face Tumbling X

8. OPENING SHOCK Slight Moderate Severe X No injury Injury Unconsciousness None

9. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING Slipping chute Turning body to face wind None

10. EFFECTS DURING DESCENT Dizziness Nausea Hypoxia X Unconsciousness Frostbite X
Other (Describe in Sec. H) Pole Point

11. DIRECTION OF BODY DRIFT AT TOUCHDOWN
Forward Backward X Sideways

12. ATTITUDE AT LANDING
Vertical Swinging X

13. FORCE OF LANDING EQUIVALENT TO 20-18 ft. free fall 15-20 ft. free fall Above 20 ft. free fall X

14. EVENTS AFTER TOUCHDOWN Rolled forward Rolled backward X Fell forward Fell backward Fell to left
Fell to right Dragged by chute Entangled by chute Other (Describe)

Section F—EQUIPMENT (Continued)

2. PROTECTIVE HELMET
Available: Yes X No___ Used: Yes X No___ Last: Yes X No___ When last checked Unknown
Type: (e. g., P1, P1A, P3, etc.) P-4
Visor attached: Yes___ No X Visor up___ Visor down___ Oxygen mask fastened: Yes___ No___
Was helmet fitted by qualified personnel (Explain in Section H): Yes___ No___

3. EMERGENCY BAILOUT Oxygen available: Yes X No___ Used: Yes___ No X Failed: Yes___ No___ Recharged (Date)

4. DINGHY Available: Yes___ No. X Used: Yes___ No___ Failed: Yes___ No___ Type

5. ANTI-EXPOSURE SUIT Available: Yes___ No X Used: Yes___ No___ Failed: Yes___ No___ Type

6. MAE WEST Available: Yes___ No. X Used: Yes___ No___ Failed: Yes___ No___
At what point inflated? Difficulty in inflating: Yes___ No___

7. SURVIVAL KITS Available: Yes___ No. X Used: Yes___ No___ Adequate (Explain in Section H): Yes___ No___ Type

8. FOOTGEAR Low quarter oxfords___ Shoes___ Boots X Flying boots___ Other (Describe)

9. OTHER
List items of special or personal equipment used.
List all items lost during bailout.

10. WERE UR's SUBMITTED? Yes___ No X If "Yes," list items

Section G—TRAINING AND PREPARATION

1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain in Section H) Yes___ No___ UNK
2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain in Section H) Yes___ No___ UNK
3. PREVIOUS PARACHUTE TRAINING: Lectures X Ground Training (Harness rigs, tumbling, etc.) None___ Number of previous jumps 5
4. PREVIOUS EJECTION SEAT TRAINING: Lectures X Practice ejections___ Number of previous ejections___ None___

Section H—ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

Information is desired regarding the necessity for such equipment as flashlights, signal mirrors, "Very" pistol, hand flares, knife, side arms, or other items. Add any recommendations you may have for training and equipment, specifically in regard to techniques of bailout from high-speed aircraft. Valid criticism on existing equipment is invited.

This officer not available for recommendations because of escort duty for crewmember fatally injured

Section I—NARRATIVE

Each individual who performs an emergency parachute jump will prepare under direction of the Aircraft Accident Investigating Officer and with assistance of a Flight Surgeon, Aviation Medical Examiner or Medical Officer a report in narrative form covering the period between the development of emergency and return. Special attention will be given to difficulties encountered in donning the aircraft or the use of equipment and its functions.

(b) (5)

PARACHUTIST (b) (6)

Signature: Name and grade

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REPORT OF PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-4, "Aircraft Accident Prevention Manual." Answer all questions and fill in all blanks that apply to this accident/incident giving all information that is known. If more than one answer fits the question, check each appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is needed, use unlisted words under Section H, or one additional sheet(s) identified by proper section letter and question number.

Section A—GENERAL INFORMATION

(b) (6)	GRADE: Maj	RATE: Pilot	NONRATED: [redacted]	AIR CREW DUTY: SCM

2. AIRCRAFT TYPE, MODEL, & SERIES	3. WEATHER CONDITION AT TIME OF BAILOUT	4. DATE
B-52B	VFR X Instrument ___ Hood ___	16 Feb 56 Day X Night ___ Dusk ___

5. APPROXIMATE LOCATION OF EMERGENCY: Between Sacramento and Tracy, California

6. REASON FOR JUMP: Fire X Engine failure ___ Midair collision ___ Weather ___ Aval adversities ___ Explosion X Loss of control ___ Cost ___ Other (Explain)

Section B—PROCEDURES

7. DIFFICULTIES ASSOCIATED WITH LEAVING AIRCRAFT (Check one as "Primary," all others applicable as "Secondary")

P	S		P	S	
	X	Interphone or alarm system not functioning			Heat
		Fire			Cold
		Noxious gases and fumes			Centrifugal force
		Hatch or canopy jammed or stuck			Lack of time
		Struck by hatch or canopy			Pressure changes
		Difficulty in releasing protective equipment			Hypoxia
		Chute, harness or clothing caught on seat or equipment			Hyperventilation
		Struck by dislodged object			Decompression
		Unable to use canopy to exit			Airsickness
		Canopy failed to fire			Fatigue
		Malfunction of ejection seat			Injury (ineffectual)
		Ejected through canopy			Other (Explain in Sec. H)
	X	Wind or air turbulence			Unknown (Explain in Sec. H)
	X	Burns	X		None (Explain in Sec. H)

8. BODY POSITION UPON LEAVING PLANE: Head first ___ Feet first X Tucked ___ Unknown ___

9. EXIT USED: Ejection seat upward ___ Ejection seat downward X Front canopy ___ Rear canopy ___ Right door X Left door ___ Sucked out by slip stream ___ Capsule ___ Waist or main escape hatch ___ Partners or more bomb bay ___ All bomb bay ___ Cockpit escape hatch ___ Nose wheel well ___ Gunner's escape hatch ___ Bottom escape hatch ___ Blown out by explosion ___ Other (Describe) ___

10. ATTEMPTS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD: Extending arms ___ Extending legs X Hooked on boot ___ None ___

11. DIFFICULTY IN FINDING OR PULLING RIPCORD: Chute harness became twisted ___ Injured or wounded ___ Gloves worn ___ Handle stuck ___ Handle pulled loose ___ None X Other (Explain) ___

12. TIME INTERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (in seconds): 1 to 5 ___ 5 to 10 X 11 to 25 ___ 25 to 60 ___ Above 60 ___ Unknown ___

13. BODY POSITION DURING OPENING: Feet down X Head down ___ On back ___ On face X Tumbling ___

14. OPENING SHOCK: Slight ___ Moderate ___ Severe X No shock X Injury ___ Unconsciousness ___ None ___

15. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING: Slipping chute X Turning body to face shift X None ___

16. BE SICK DURING DESCENT: Constant ___ Nausea X Hyperair ___ Unconsciousness ___ Frostbite ___ Other (Describe in Sec. H) ___

17. DIRECTION OF BODY DRIFT AT TOUCHDOWN: Forward ___ Sideways X Sideways ___

18. ATTITUDE AT LANDING: Vertical X Sideways ___

19. FORCE OF LANDING EQUIVALENT TO: 10 ft. free fall X 10-20 ft. free fall ___ Above 20 ft. free fall ___

20. EVENTS AFTER TOUCHDOWN: Ballooned forward ___ Rolled backward X Fell forward ___ Fell backward ___ Fell to left ___ Fell to right ___ Dragged by chute ___ Entangled by chute ___ Other (Describe) ___

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Section B—PROCEDURES (Continued)

13. DIFFICULTY IN COLLAPSE OF CANOPY AND RELEASE OF HARNESS IN WATER

- ___ Risers or snaps hard to release
- ___ Tangled in harness, risers, or shroud lines
- ___ Jamming or failure of quick-release mechanism (Explain in Sec. H)
- ___ Canopy collapsed with difficulty
- ___ Wind hindered efforts
- ___ Injury or unconsciousness delayed efforts
- ___ None
- ___ Other (Describe)

14. FUNCTIONING OF CHUTE Perfect ___ Panels ripped out ___ Shroud lines broke ___ Risers twisted ___ Holes in canopy ___
Line twisted over canopy ___ Oscillated severely X Oscillated slightly ___ Other (Explain) [illegible]

Section C—RESULTS TO PARACHUTIST

Check whether: (A) BEFORE LEAVING; (B) LEAVING; (C) DESCENT; (D) LANDING

INJURIES	A	B	C	D	INJURIES	A	B	C	D
1. FRACTURES					2. SPRAIN OR DISLOCATION Arm or wrist				
Cranial					Ankle or knee				
Facial bone(s)					Sprain or strain, back or neck				
Vertebra					Other sprains				
Clavicle					3. OTHER INJURIES Burns	X			
Rib					Frostbite				
Arm or wrist					Abrasions or contusions				
Ankle or leg					Lacerations, major				
Other					Other (Explain in Section H)				

4. If above information not available, explain in Section H

5. Unconsciousness Yes ___ No. X

6. State number of days hospitalized 2

Explain cause of injury in full detail, using unfilled space under Section H, or additional sheets as necessary

Section D—AERIAL CONDITIONS

1. ATTITUDE OF AIRCRAFT AT TIME OF BAILOUT Level ___ Inverted ___ Dive X Climb ___ Left bank ___ Right bank ___
Left spin ___ Right spin ___ Left spiral ___ Right spiral ___ Unknown ___

2. APPROXIMATE HEIGHT ABOVE SURFACE IN FEET AT TIME OF JUMP	3. IAS OF AIRCRAFT AT TIME OF BAILOUT, IN KNOTS	4. APPROXIMATE FREE AIR TEMPERATURE:
32000 30000 Corrected at 31000	250	-50 ° Fahrenheit

Section E—SURFACE CONDITIONS AT POINT OF LANDING

1. LAND
Type of terrain: Flat X Mountainous ___ Ice ___ Hilly ___ Desert ___ Swamp ___ Other (Describe) Hard Woods
Ground conditions: Soft ___ Ditches or gullies ___ Slippery ___ Hard ___ Rocky ___ Other (Describe) ___
Ground obstructions: Trees ___ Power lines X Stones, boulders ___ Bushes ___ Buildings ___ None ___ Other (Describe) ___

2. HEIGHT AT WHICH PARACHUTIST FIRST DETERMINED ACTUAL LANDING SITE: (Feet) 3 - 5000'

3. WATER CONDITIONS
Fresh ___ Salt ___ Approximate depth (Feet) ___ Approximate temperature (° F.) ___ Calm ___ Rolling swell ___ Choppy ___ Waves (Height, Feet) ___

4. VELOCITY OF SURFACE WIND (KNOTS)	5. SURFACE AIR TEMPERATURE (° F.)
0 - 5	45 - 50

Section F—EQUIPMENT

1. PARACHUTE
a. Size and type: 24 ft. ___ 28 ft. X Seat type ___ Back type X Other (Describe) ___
b. Automatic opening device: Available: Yes ___ No X Used: Yes ___ No X Failed: Yes ___ No ___
c. Type harness: Quick release ___ Snap and V ring X d. Jettisonable canopy: Yes X No ___
e. Part Number (From Log) 503-700L-10 Date of last repack 5 Jan 55 Date of last inspection 26 Feb 55
f. Indicate correct parachute designation (i.e., B8, S3, etc.) S-12
g. Height of parachutist (inches) 5'8" Weight with equipment (lbs.) 200

AF FORM 5 JUN 55 146 Previous editions of this form are obsolete. Page 2

Section F—EQUIPMENT (Continued)

2. PROTECTIVE HELMET
Available: Yes X No ___ Used: Yes X No ___ Lost: Yes ___ No X Worn but Ejection
Type: (e. g., Mk. P1A, P1, etc.) Mk P1
Visor attached: Yes ___ No ___ Visor up ___ Visor down ___ Oxygen mask fastened: Yes X No ___
Was helmet fitted by qualified personnel (Explain in Section H): Yes ___ No ___

3. EMERGENCY BAILOUT Oxygen available: Yes X No ___ Used: Yes ___ No X Failed: Yes ___ No ___ Recharged (Date) ___

4. DINGHY Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___ Type ___

5. ANTI-EXPOSURE SUIT Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___ Type ___

6. MAE WEST Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___
At what point effected? ___ Difficulty in inflating: Yes ___ No ___

7. SURVIVAL KITS Available: Yes ___ No X Used: Yes ___ No ___ Adequate (Explain in Section H): Yes ___ No ___ Type ___

8. FOOTGEAR Low quarter oxfords ___ Shoes ___ Boots X Flying boots ___ Other (Describe) ___

9. OTHER
List items of special or personal equipment used.
List all items lost during bailout. Helmet and mask, flares, pencils.

10. WERE UR's SUBMITTED? Yes ___ No X If "Yes," List Items ___

Section G—TRAINING AND PREPARATION

Dumped chute - pull cord being repaired.

1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain in Section H) Yes ___ No X

2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain in Section H) Yes X No ___

3. PREVIOUS PARACHUTE TRAINING: Lectures X Ground Training (Harness rig, landing, etc.) X Jumps Number of previous jumps

4. PREVIOUS EJECTION SEAT TRAINING: Lectures X Practice ejections Number of previous ejections 0 None.

Section H—ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

Information is desired regarding the necessity for such equipment as floodlights, signal mirrors, "Very" pistol, hand flares, locks and cords, or other items. Add any recommendations you may have for training and equipment, specifically in regard to techniques of bailout from high speed aircraft. Valid criticism on existing equipment is invited.

[redacted]

Section I—NARRATIVE

Each individual who performs an emergency parachute jump will be personally interviewed by the Aircraft Accident Investigating Officer and with assistance of a Flight Surgeon (Aviation Medical Examiner) if available, in an attempt to ascertain facts covering the period between the decision to bail out of emergency and return to duty/or evacuation, considering the following: (If the use of approved oxygen equipment was involved, the Flight Surgeon will be used to interview the parachutist, considering the following:)

[redacted]

(b) (6)

[redacted]

1 Signature, Name and grade

REPORT OF PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." Answer all questions and fill in all spaces that apply to this accident/incident giving all information that is known. If more than one answer fits the situation, check each appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is needed, use remarks space under Section H or use additional sheet(s) identified by proper section letter and question number.

Section A—GENERAL INFORMATION

(b) (6)	GRADE	RATED	NONRATED	(b) (6)	AIR CREW DUTY
	M/SGT		X		TAIL GUNNER

2. AIRCRAFT TYPE, MODEL & SERIES	3. WEATHER CONDITION AT TIME OF BAILOUT:	4. DATE	
B-52B	VFR X Instrument Hood	16 Feb 56	Day X Dawn Night Dusk

5. APPROXIMATE LOCATION OF EMERGENCY

6. REASON FOR JUMP: Fire X Engine failure Midair collision Weather Fuel exhaustion Explosion X Loss of control Load Other (Explain)

Section B—PROCEDURES

7. DIFFICULTIES ASSOCIATED WITH LEAVING AIRCRAFT (Check one as "Primary," all others applicable as "Secondary")

P	S		P	S	
	X	Interphone or alarm system not functioning			Heat
		Fire			Cold
		Noxious gases and fumes			Centrifugal force
		Hatch or canopy jammed or stuck			Lack of time
		Struck by hatch or canopy			Pressure changes
		Difficulty in releasing protective equipment			Hypoxia
		Chute, harness or clothing caught on seat or equipment			Vertigo-disorientation
		Struck by dislodged objects			Decompression
		Unable to use canopy release			Airsickness
		Canopy failed to fire			Fatigue
		Malfunction of ejection seat			Injury (mechanical)
		Ejected through canopy	X		Other (Explain in Sec. H)
		Wind or air turbulence			Unknown (Explain in Sec. H)
		Burns			None (Explain in Sec. H)

8. BODY POSITION UPON LEAVING PLANE: Head first X Feet first Tucked Unknown

9. EXIT USED: Ejection seat upward Ejection seat downward Pilot Cockpit Rear cockpit Right seat Left seat
Sucked out by slip stream Capsule Ward or main escape hatch Forward or main bomb bay Aft bomb bay
Cockpit escape hatch Nosewheel well Gunner's escape hatch Bottom escape hatch Blown out by explosion
Other (Describe) Tailcone hole after tailcone jettisoned

10. ATTEMPTS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD: Extending arms Extending legs Rolled on back None X

11. DIFFICULTY IN FINDING OR PULLING RIPCORD: Chute harness loose or twisted Injured or wounded Gloves worn
Handle stuck Handle pulled loose None X Other (Explain)

12. TIME INTERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (in seconds): 1 to 5 X 6 to 10 11 to 25 26 to 60
Above 60 Unknown

13. BODY POSITION DURING OPENING: Feet down X Head down On back On face Tumbling

14. OPENING SHOCK: Slight X Moderate Severe No injury X Injury Unconsciousness None

15. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING: To stop oscillation Lowered body to face drift None

16. EFFECTS DURING DESCENT: Dizziness Nausea Hypoxia Unconsciousness Frostbite
Other (Describe in Sec. H) Loss of vision about time rip cord pulled.

17. DIRECTION OF BODY DRIFT AT TOUCHDOWN: Forward Backward Sideways X

18. ATTITUDE AT LANDING: Vertical X Swinging

19. FORCE OF LANDING EQUIVALENT TO: 10-18 ft. free fall 18-20 ft. free fall X Above 20 ft. free fall

20. EVENTS AFTER TOUCHDOWN: Rolled forward X Fell backward Fell forward Fell backward Fell to left
Fell to right X Dragged by chute ft. Entangled by chute Other (Describe)

Section B—PROCEDURES (Continued)

15. DIFFICULTY IN COLLAPSE OF CANOPY AND RELEASE OF HARNESS IN WATER:

- ___ Buckles or snaps hard to release
- ___ Tangled in harness, risers, or shroud lines
- ___ Jamming or failure of quick release mechanism (Explain in Sec. H)
- ___ Canopy collapsed with difficulty
- ___ Wind hindered efforts
- ___ Injury or unconsciousness delayed efforts
- ___ None
- ___ Other (Describe)

16. FUNCTIONING OF CHUTE: Perfect ___ Panels sloped out ___ Shroud lines broke ___ Risers twisted ___ Holes in canopy ___ Line twisted over canopy ___ Oscillated severely ___ Oscillated slightly X Other (Explain) for about 10-30 seconds

Section C—RESULTS TO PARACHUTIST

Check whether: (A) BEFORE LEAVING; (B) LEAVING; (C) DESCENT; (D) LANDING

INJURIES	A	B	C	D	INJURIES	A	B	C	D
1. FRACTURES					2. SPRAIN OR DISLOCATION Arm or wrist				
Cranial					Ankle or knee				
Facial bone(s)					Sprain or strain, back or neck				
Vertebra					Other sprains				
Clavicle					3. OTHER INJURIES Burns				
Rib					Frostbite				
Arm or wrist					Abrasions or contusions				
Ankle or leg					Lacerations, major right shin				X
Other Hand bone crushed				X	Other (Explain in Section H) Sprained ankle				X

4. If above information not available, explain in Section H

5. Unconsciousness: Yes ___ No X

6. State number of days hospitalized. over 5

Explain cause of injury in full detail, using unfilled space under Section H, or additional sheets as necessary

Section D—AERIAL CONDITIONS

1. ATTITUDE OF AIRCRAFT AT TIME OF BAILOUT: Level ___ Inverted ___ Dive X (or possibly up to level.) Climb ___ Left bank ___ Right bank ___ Left spin ___ Right spin ___ Left spiral ___ Right spiral ___ Unknown ___

2. APPROXIMATE HEIGHT ABOVE SURFACE IN FEET AT TIME OF JUMP: 25,000 or computed at 9500 less

3. IAS OF AIRCRAFT AT TIME OF BAILOUT, IN KNOTS: 250K

4. APPROXIMATE FREE AIR TEMPERATURE: -23° ___ ° Fahrenheit

Section E—SURFACE CONDITIONS AT POINT OF LANDING

1. LAND

Type of terrain: Flat X Mountainous ___ Ice ___ Hilly ___ Desert ___ Swamp ___ Other (Describe) Cultivated field

Ground conditions: Soft X Ditches or gullies ___ Slippery ___ Hard ___ Rocky ___ Other (Describe) ___

Ground obstructions: Trees ___ Power lines ___ Stones, boulders ___ Bushes ___ Buildings ___ None X Other (Describe) ___

2. HEIGHT AT WHICH PARACHUTIST FIRST DETERMINED ACTUAL LANDING SITE: (Feet) Didn't determine till he hit

3. WATER CONDITIONS

Approximate depth (feet) ___ Calm ___ Rolling swell ___ Choppy ___

Fresh ___ Salt ___ Approximate temperature (° F.) ___ Waves (Height, Feet) ___

4. VELOCITY OF SURFACE WIND (KNOTS): 5-6K

5. SURFACE AIR TEMPERATURE (° F.): 45-50

Section F—EQUIPMENT

1. PARACHUTE

a. Size and type: 24 ft. ___ 28 ft. X Seat type ___ Back type X Other (Describe) ___

b. Automatic opening device: Available: Yes X No ___ Used: Yes ___ No X Failed: Yes ___ No ___

c. Type harness: Quick release ___ Snap and V ring X d. Serviceable canopy: Yes X No ___

e. Part Number (From Log) 500-702A-10 Date of last repack 19 Dec 55 Date of last inspection 7 Feb 56

f. Indicate correct parachute designation (i. e., B8 S3, etc.) B-12

g. Height of parachutist (inches) 66 Weight with equipment (lbs.) 190

Section F—EQUIPMENT (Continued)

2. PROTECTIVE HELMET
Available: Yes X No ___ Used: Yes X No ___ Lost: Yes ___ No ___ When lost Three away after chut opened
Type: (e. g., P1, P1A, P3, etc.) ___
Visor attached: Yes ___ No X Visor up ___ Visor down ___ Oxygen mask fastened: Yes ___ No X
Was helmet fitted by qualified personnel (Explain in Section H): Yes X No

3. EMERGENCY BAILOUT Oxygen available: Yes X No ___ Used: Yes ___ No X Failed: Yes ___ No ___ Recharged (Date) ___

4. DINGHY Available: Yes ___ No ___ Used: Yes ___ No ___ Failed: Yes ___ No ___ Type ___

5. ANTI-EXPOSURE SUIT Available: Yes ___ No ___ Used: Yes ___ No ___ Failed: Yes ___ No ___ Type ___

6. MAE WEST Available: Yes ___ No ___ Used: Yes ___ No ___ Failed: Yes ___ No ___
At what point inflated? ___ Difficulty in inflating: Yes ___ No ___

7. SURVIVAL KITS Available: Yes ___ No ___ Used: Yes ___ No ___ Adequate (Explain in Section H): Yes ___ No ___ Type ___

8. FOOTGEAR Low quarter oxfords ___ Shoes ___ Boots X Flying boots ___ Other (Describe) GI Shoes Hi-Top

9. OTHER
List items of special or personal equipment used. ___
List all items lost during bailout. Helmet, mask, flashlight (from right lower leg pocket) hunting knife in left lower pocket

10. WERE UR's SUBMITTED? Yes ___ No ___ If "Yes," list items ___

Section G—TRAINING AND PREPARATION

1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain in Section H) Yes X No ___

2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain in Section H) Yes X No ___

3. PREVIOUS PARACHUTE TRAINING: Lectures X Ground Training (Harness rigs, tumbling etc.) X None ___ Number of previous jumps 0

4. PREVIOUS EJECTION SEAT TRAINING: Lectures ___ Practice ejections ___ Number of previous ejections ___ None ___

Section H—ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

Information is desired regarding the necessity for such equipment as flashlights, signal mirrors, "Very" pistol, hand flares, knife, side arms, or other items. Add any recommendations you may have for training and equipment, specifically in regard to techniques of bailout from high-speed aircraft. Valid criticism on existing equipment is invited.

Had a hard time getting out of tail gunner seat to bail out. Recommend some aid to getting out of compartment when aircraft is in unusual condition. It was while ship was in nose down altitude that I could not get out of seat/

Recommend use of survival kits during B-52 flights because of varied terrain we fly over.

Recommend use of flare for Aircraft Commander to shoot in the air when bailout emergency occurs.

Recommend personnel equipment section get enough suits, gloves, knives, etc. for troops to use.

Section I—NARRATIVE

Each individual who performs an emergency parachute jump will prepare under direction of the Aircraft Accident Investigating Officer and with assistance of a Flight Surgeon, Aviation Medical Examiner or Medical Officer a report in narrative form covering the period between the development of emergency and rescue. Special attention will be given to difficulties encountered in leaving the aircraft, in the use of equipment and in landing.

I was in the tail gunner's compartment at 38,000 feet (cabin pressurized to about 9500) when the emergency developed. No alarm bell sounded, but I saw the tip gear extended and actually thought we were in a controlled descent. My pressurization held and I was not subjected to smoke or fumes. Then I saw an orange reflection and lots of smoke and the descent got steeper and I thought we were then in an uncontrolled descent. I had no interphone contact with the front of the aircraft.

Then I pulled the jettison handle for the tail turret and it went. I could see the drag chute of the aircraft was streaming. I couldn't seem to get out of the seat because the aircraft was in a nose downs altitude (no G forces or windblast). Finally the nose seemed to come up a little and I was able to put my feet forward and roll out. My helmet was on with chin strap fastened, but the mask wasn't fully fastened. I didn't lose the helmet. 2-3 seconds after bailout I pulled the chute and I saw the ship for a moment. My eyes blacked out for the rest of the descent, but I knew what was going on. The opening shock was mild. I took the helmet off and dropped it. I couldn't see the ground but could hear people talking. I hit fairly hard when I didn't exactly expect to and got minor cuts and bruises and wrist fracture and right ankle sprain. My suit was soaked with JP-4 fuel incidentally. My vision came back after landing. I did not use my bailout bottle.

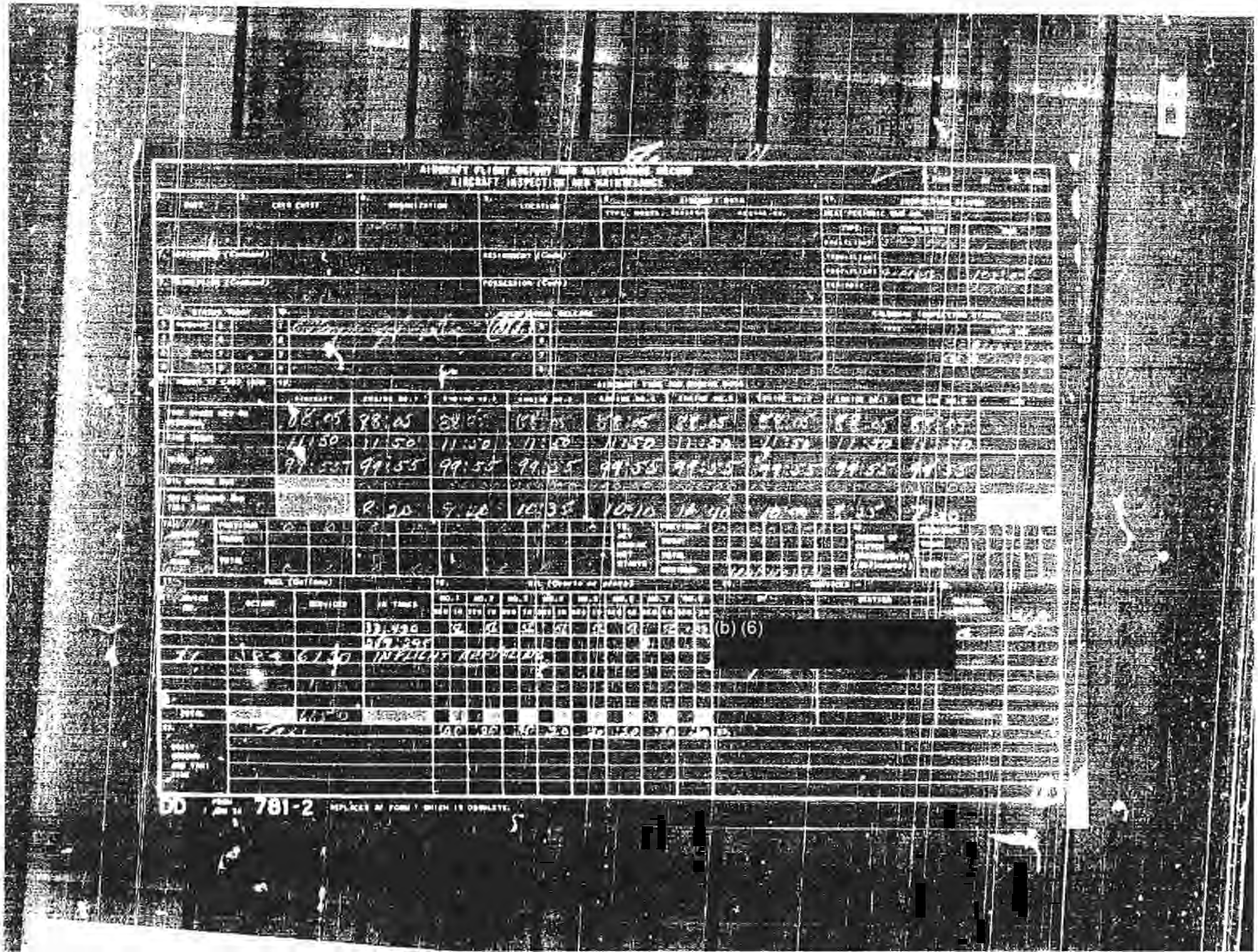
[redacted]

Signature, Name and grade

AF FORM 15108 AS 14d Previous editions of this form are obsolete.

Page [illegible]

DD FORM 781-2



AIRCRAFT FLIGHT RECORD AND MAINTENANCE RECORD
AIRCRAFT INSPECTION AND MAINTENANCE

(b) (6)

DD FORM 781-2 REPLACES AF FORM 1 WHICH IS OBSOLETE.

(b) (6)

DD 781-7

PILOT'S AND MECHANIC'S REMARKS (Print one defect on one line)	CORRECTIVE ACTION	SIGNATURE
[illegible]	C/F	(b) (6) [redacted]
[illegible] (Volt & Freq of [illegible] was 915 [illegible] 205 Volts)		
#2 ENG LOOS ON TAKE OFF AND 2 RPM ABOVE ENG [illegible]	C/F	
#1 ENG LOOS ON TAKE OFF WITH THROTTLE RETARDED [illegible]	C/F	

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
AIRCRAFT INSPECTION AND MAINTENANCE

DD [redacted] 7A1-2

DD Form 781-2 [redacted] REPLACES DD FORM 1 WHICH IS OBSOLETE.

30. SYM	31. PILOT'S AND MECHANIC'S REMARKS (Print one defect on one line)	32. CORRECTIVE ACTION	32a. TIME	33. SIGNATURE
	[illegible]			
	[illegible]			
	[illegible]			
	[illegible]			
	[illegible]			
	[illegible]			
	[illegible]			
(–) /	Windshield anti-ice knob loose.			
(–) /	Rt wg tank control knob loose.			
/	#3 hyd pack cut out 120 minutes after T.O.			
(–) /	[illegible] line [illegible]			
(1-4) /	#6 EGT [illegible] on T.O. [illegible] 101% rpm			
(–) /	All selectors of communication box [illegible] [illegible] [illegible] [illegible] that the IP [illegible] [illegible] [illegible] [illegible]			
(–)	[illegible] [illegible] control [illegible] [illegible] [illegible] close position. [illegible] [illegible]			
(–)	O.K. [illegible] [illegible]			
(–) /	[illegible]			
	[illegible]			
	[illegible]			

10 AKA

AIRCRAFT MAINTENANCE RECORD

AIRCRAFT INSPECTION AND MAINTENANCE

781-2

(b) (6)

EE-1

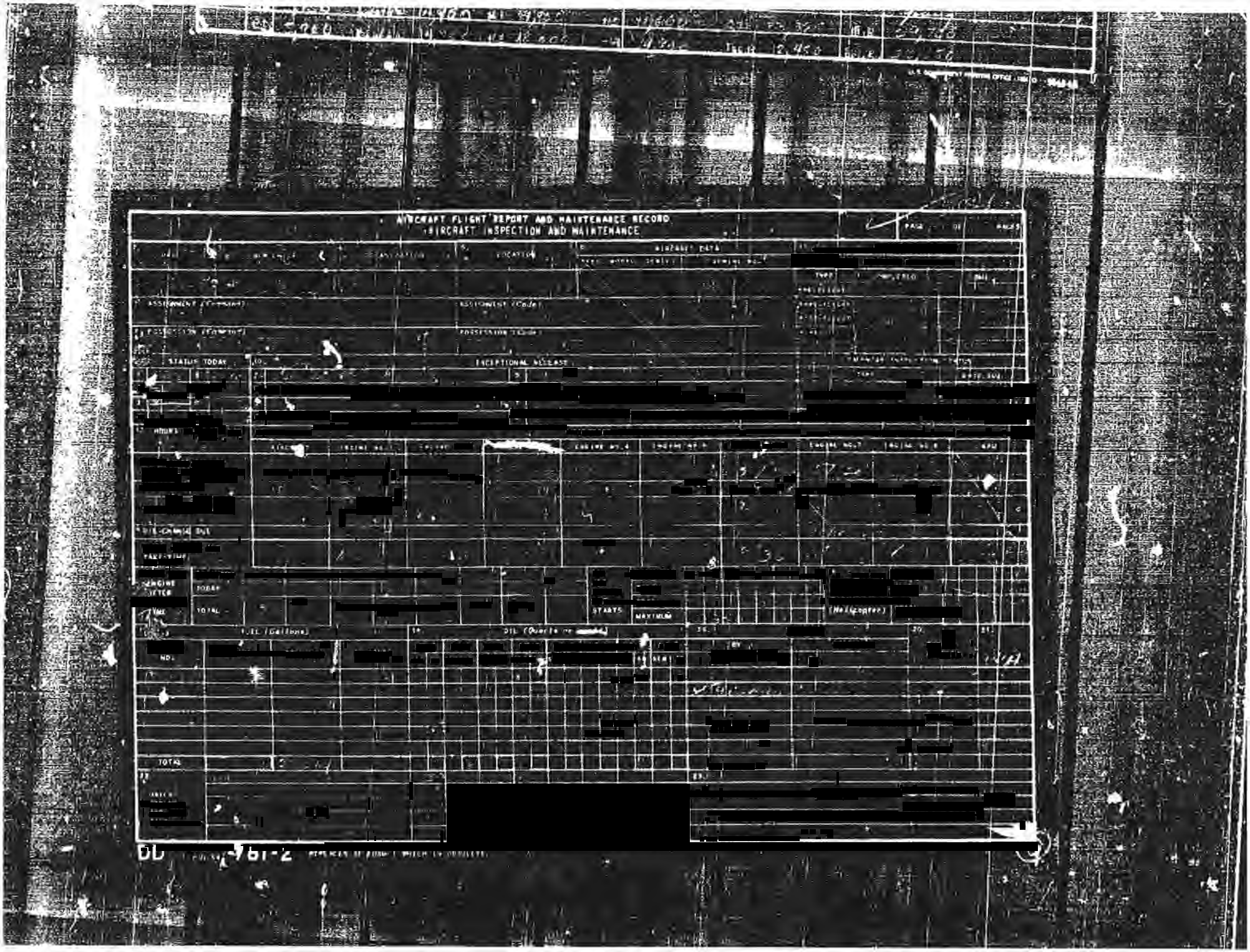

(b) (6)

DD 781-2

		CORRECTIVE ACTION	TIME
	(1) Hard Sync Air turbine wheel	O/C	(b) (6)
	(2) Inboard brake in true	O/C	
	(3) Inflation tube leak on Forward	O/C	
	Portal forward wheel well		
	(4) Low battery		
	(5) MK-3 Oscillator tube burned	O/C	
	out		
	(6) Navigator table lamp shorted	O/C	
	out		
	(7) Optics Radar X-hairs do	O/C	
	not agree in Azimuth & Range		
	(8) Electric Dr PDI is unusable	O/C	
	and has leaks.		
	(9) #3 L window shorts out	O/C	
	when defroster turned on		
	(10) Bomb shackle will not	O/C	
	JETTISON		
	(11) Leak on air conditioning	O/C	
	ejector in tail Gunners compt.		
	Came off.		

[redacted]
Maj. USAF

		CORRECTIVE ACTION	TIME



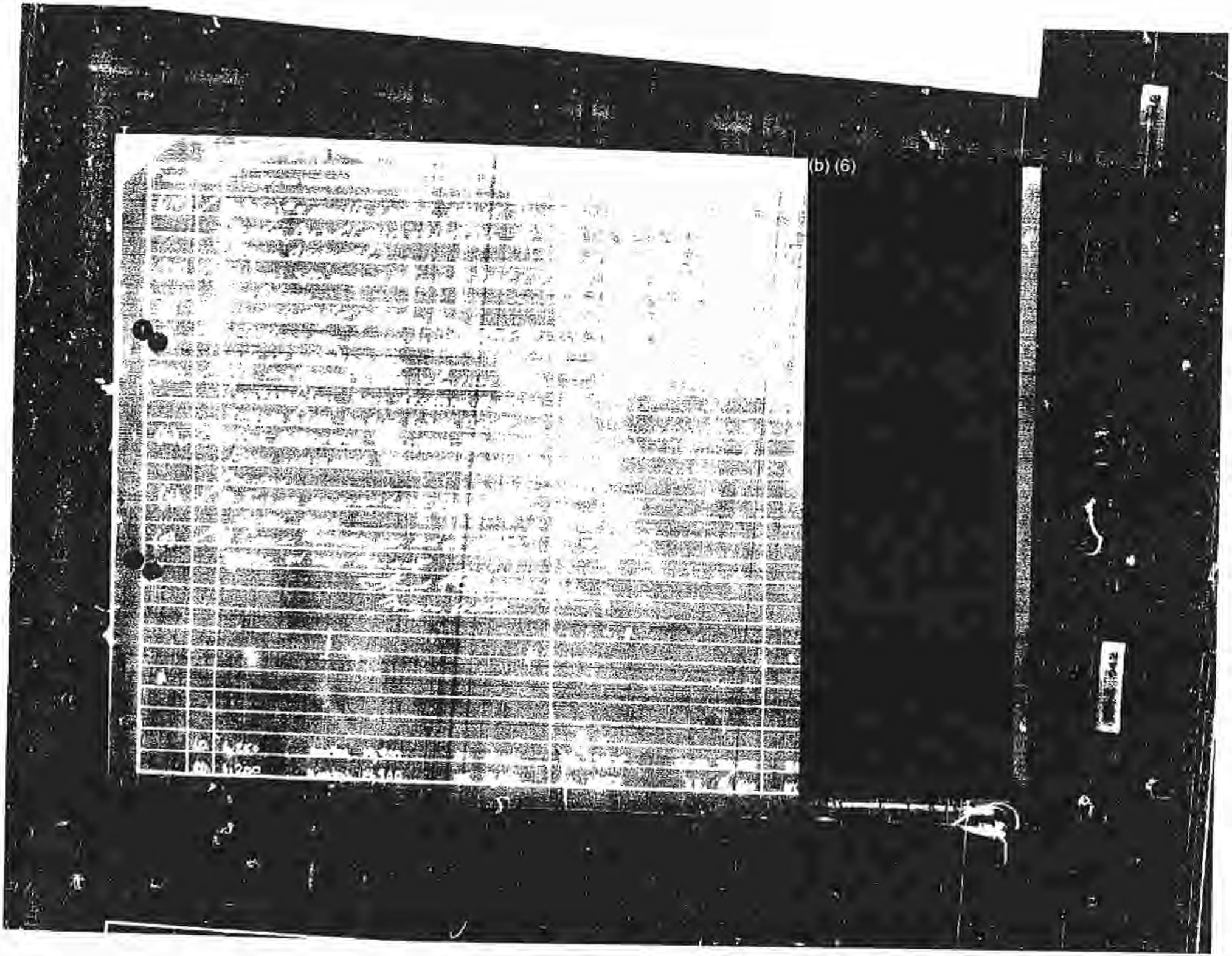
AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
AIRCRAFT INSPECTION AND MAINTENANCE

		PILOT'S AND MECHANIC'S REMARKS (Print and initial in ink)	CORRECTIVE ACTION	INITIAL
		[illegible] 4 MISSILE CANNOT CLEAR OFF RACK	C/E	
		[illegible]		
		DISCONNECTED)		
		[illegible] PR WEAPONS SLING [illegible]	C/E	
		[illegible]		
		[illegible]		
		[illegible] MDS PRE [illegible] Ammo	MDS PRE [illegible]	
		[illegible]	75 RDS AMMO LOADED	
		[illegible]	[illegible]	
		[illegible]		
		[illegible]	C/E	
		[illegible]	C/E	
		[illegible]		
		SET Guided Missile Fuselage [illegible]	C/E	
		[illegible]	C/E	
		[illegible]		
		[illegible]	C/E	
		[illegible]	C/E	
		[illegible]	C/E	
		[illegible]		
		ACFT-Ordot [illegible]	C/E	
		[illegible]	C/E	
		[illegible]	C/E	
		[illegible]		
		[illegible]		
		[illegible]	C/E	
		[illegible]	C/E	
		[illegible]		
		[illegible]		

5

AIRCRAFT FLIGHT RECORD AND MAINTENANCE RECORD
AIRCRAFT INSPECTION AND MAINTENANCE

DD FORM 1 JUN 54 781-2 REPLACES AF FORM 1 WHICH IS OBSOLETE.


(b) (6)

PILOT'S AND MECHANIC'S REMARKS	CORRECTIVE ACTION
Flt. 23 January	
(13 Jan 56) #4 Nacelle Control Circuit Breaker popped out. (Valve on left side of engine disconnected.)	c/f
(18 Jan 56) Spr. Weapons Sling not readied for release.	c/f
(22 Jan 56) Preflight A/C and Eng Due	Preflight A/C & Eng comp
(22 Jan 56) 15AF Msg DMAZM 6642916 16 Dec 55. Insp of M-3 init.	15 AF Msg DMA BM 6642916 Dec 55 insp of M-3 init. c/w
Flt #1. A/C N-1 Compass Glass & co-pilot gyro compass glass have excessive moisture inside glass during entire flight	Rem'd & replaced gyro mag ind. & RMI (24 Jan 56)
ECM operators oxygen regulator flow indicator stuck in flow position.	Removed & replaced OXY regulator Ind (25 Jan 56) Ser No. AF 55-14158P
Inside shoes on left fwd left wheel cold	Adjusted brakes and checked anti-skid (25 Jan 56)
Check brakes on right aft truck on next flight.	Removed anti-skid valve & reseal same - replaced in A/C 24 Jan 56.
Flt. 26 January	
(13 Jan 56) #4 Nacelle control circuit breaker pops out (valve on left side of eng. disconnected)	c/f
(18 Jan 56) Spr. Weapons sling not readied for release.	c/f
(25 Jan 56) MD5 pre flt due. Ammo due to be loaded.	MD5 pre flt. comp (25 Jan) 750 rds ammo loaded
(25 Jan 56) Preflight A/C Eng due #1 flight	Preflight A/C Eng Comp.
#2 Nacelle control cir. breaker pops out	Valve on LH side #4 eng. disconnected (27 Jan 56)

PILOT'S AND MECHANIC'S REMARKS (CONTD)	CORRECTIVE ACTION (CONTD)
AC's push-pull knobs will not shut off air flow in either AC's or Pilot's outlet	Adjusted cables O.K (30 Jan)
Set screw missing from ARC-34 control knob	Replaced 27 Jan 56
Crosswind crab indicator shows aft gear nose right	Transmitter adjusted (27 Jan)
#1 and 2 Windows on left did not defog	Replaced blown fuse #2 LTL. Check OK (26 Jan 56)
#2 Window on Rt did not defog	Replaced blown fuse-check OK (26 Jan 56)
Rear valve light remained on after bomb doors closed.	Adj. Micro SW. (27 Jan 56)
APT-9 output weak & unstable.	Remove & Replaced (30 Jan 56)
Intermittent co-pilot's ARC-34	RT203/ARC-34 Realigned in F/M/ 27 Jan 56.
Lost side tone and rec stations complained of weak reception	RT-203?/ARC-34 Realigned in F/M Ck OK (27 Jan 56)
Post flt A/C & Eng due	c/f
Post flt A/E due	c/f
Flt. 1 February	
(13 Jan 56) #4 Nacelle circuit breaker pops out. (Valve on left side of eng. disconnected).	Transferred to DD Form 781-3
(26 Jan 56) #2 Nacelle control circuit breaker pops out. (Valve on left side of eng. disconnected).	Transferred to DD Form 781-3
(31 Jan 56) Vortex generator missing on left wing (Requested No. 233)	c/f
(1 Feb 56) Pre flt A/C & Eng Due Flt #1	Preflight A/C & Eng Comp.
Rt Aft Alternator went off the line 1 hr and 10 min after T.O. and would not come back on the line.	RT Aft alternator dr. replaced.

PILOT'S AND MECHANIC'S REMARKS (CONTD)	CORRECTIVE ACTION (CONTD)
Left wing tank primary refuel valve sticks open.	Broken wire replaced.
#4 engine EPR sticks at 2.90	s/f
LH aft alt shut itself down 3 hrs and 56 min after TO (Alt 40M) waited 5 min cooling period & restarted OK. LH Aft alt shut itself down 2 more times in next 30 min.	Synchro valve repld and checked O. K.
Rt hand aft alt turbine wheel shroud broke in two	(Inst OK) New drive installed serial 144 (2 Feb 56)
Hydraulic leak in forward part of forward wheel well near fwd battery.	Seals replaced in IFR valve.
APT-9 oscillator tube burned out	APT-9 replaced with unit #908 (3 Feb 56)
Navigator table lamp shorted out	Repaired shorted wire-checked OK
Optic & radar x-hairs do not agree in azimuth & range	Radar ranged and bore sighted Azimuth bore sighted & checked
Picture on PPI is unusable and too weak	Adj. Ped amp and changed RT-124
#3 L window shorts out when defroster turned on	Fixed shorted terminal lead (2 Feb 56)
Brake chute will not jettison	Jettison arm adjusted.
Knob on air conditioning control in tail gunner's comp. came off.	Tightened screw on air conditioning knob in gunner's comp.
Flt. 6 Feb	
(1 Feb 56) #4 Eng EPR Sticks at 2.90 (Transducer on order Req #186 3 Feb 56)	Installed modified transducer (8 Feb 56)
(31 Jan 56) Vortex Gen missing on left wing (Req. #233)	(8 Feb 56) New vortex gen installed on left wing.
(6 Feb 56) Pre flt A/C & Eng duc	Pre flt A/C & Eng comp.

PILOT'S AND MECHANIC'S REMARKS (CONTD)	CORRECTIVE ACTION (CONTD)
(6 Feb 56) Oxygen system insp. not comp Flt #1	c/f
Windshield anti-ice knob loose.	Windshield anti-ice knob tightened (7 Feb)
Rt wg tank control knob loose.	RT wing tank knob tightened (7 Feb)
#8 Hyd pack cut out :20 min after T.O.	Tightened fitting on pack - return line low fluid caused shut down (7 Feb)
Rt landing lite out	Repld Rt ldg lite (7 Feb)
#6 EGT 600°C on T.O. 101% rpm.	#6 Eng trimmed - check OK
All selections of comm. has a deep side tone continuously at the IP & ECM crew positions. Stopped after 2:30	Replaced am-476 in A/C & Nav Pos. Ck IP & ECM Pos Ck OK (7 Feb)
Bombay doors control valve lite on indicating stuck in closed position.	Aft emerg. valve lite pressure switch replaced.
#2 needle of omni inoperative. Reception OK. Worked OK last 2 hrs of flt.	N-1 compass DC circuit brs. must be in before #2 needle will work on card.
Tip tanks would not transfer fuel below 800 lbs at 39,000'. Transferred OK after 6 hrs and wing tanks empty.	Valve check adjusted. Gnd check OK.
Flt. 10 February	
(6 Feb 56) Oxygen system insp not comp.	c/f
(9 Feb 56) Hand crank assembly for ballistics control on order (2-8-12)	c/f
Preflight A/C & Eng due	Pre-flight A/C Eng comp (10 Feb)
(10 Feb 56) MD-5 pre flt due	MD-5 Pre flt comp
(10 Feb 56) Aft Air cond. filter removed IAW ltr B-52 OES 7 Feb 56 Flt #1	c/f

PILOT'S AND MECHANIC'S REMARKS (CONTD)	CORRECTIVE ACTION (CONTD)
#8 Hyd pack inop	Two lines tightened. Gnd checked OK.
Hatch not locked lite remained on throughout flt.	Adjusted linkage. CK good (13 Feb)
#2 EPR intermittent	Installed new transducer (13 Feb)
Alt 8 Requires a setting of 9 on mod. grid for 200 M.A.	Within normal operating range. (14 Feb)
APR-9 has uneven amplification and excessive grass at 0 & 6 DB.	Removed repaird & replaced CU-43A. Ck OK
Nav mike button has squeal on liaison position which is transmitted and also blocks interphone.	Interphone repaired.
Rudder too sensitive on auto pilot.	Gnd checked OK.
ARC-21 will not tune on 6738KC	Rep C 451 Ck good (11 Feb)
Picture on APS-23 cuts out erratically	Attenuator on SN-47 replaced.
K measures altitude 2000 feet low	Polar converter replaced.
Radar & optics disagree in range & azimuth	Rep. polar conv. collimated and radar bore sighted.
2d Station control oversensitive & overcorrects.	Reset tap sw on 2d station turn control.
LH Aft Alt tripped off line 6-1/2 hrs after t/o - restarted 6 min later freq pegged volt pegged immediately turned alt off manually. RH fwd alt KVAR & K WATTS oscillated during flt (Volt & freq of alternators was 415N & 205 volts)	Replaced points AC Pt cleaned slip rings on centrifight switch.
#2 Eng 600° & on take off and 3 RPM above eng trim.	Engine trimmed. Checked OK.
#6 Eng 600° & on take off with throttle retarded.	Engine trimmed. Checked OK.

1-188

DD FORM 781-5

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE | SERIAL NO. | PAGE NO.

NOMENCLATURE AND TYPE A	SERIAL NO. B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
	168P			0:00	0:00	23Jun52			
	338P			0:00	0:00	23Jun56			
	1482			0:00	0:00	23Jun52			
	321P			0:00	0:00	23Jun52			
	2192			0:00	0:00	23Jun52			
	2442			0:00	0:00	23Jun52			
	2271P	1				23Jun52	10Jan56	6MO	6MO
	1834P	1		0:00	0:00	23Jun52	10Jan56	6MO	6MO
			5	0:00	0:00	[illegible]			
			5	0:00	[illegible]	250:00			
			5	0:00	[illegible]				
			6						
Gage [illegible]/[illegible]	2255P	41 RH	12MO	17DAYS	25Jun	8Jun57			
9A[illegible] - 33 CX	UNK	41 LH	12MO	1	10Jan56	10Jan57			

[redacted]

DD FORM 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE

U.S. GOVERNMENT PRINTING OFFICE

(2)

DD FORM 781-6 REPLACES AF FORM

AIRCRAFT FLIGHT, DELIVERY AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT MODEL AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME IN OPERATION	REMARKS

ALL OTHER ACCESSORIES NEW

AN-1 Acc

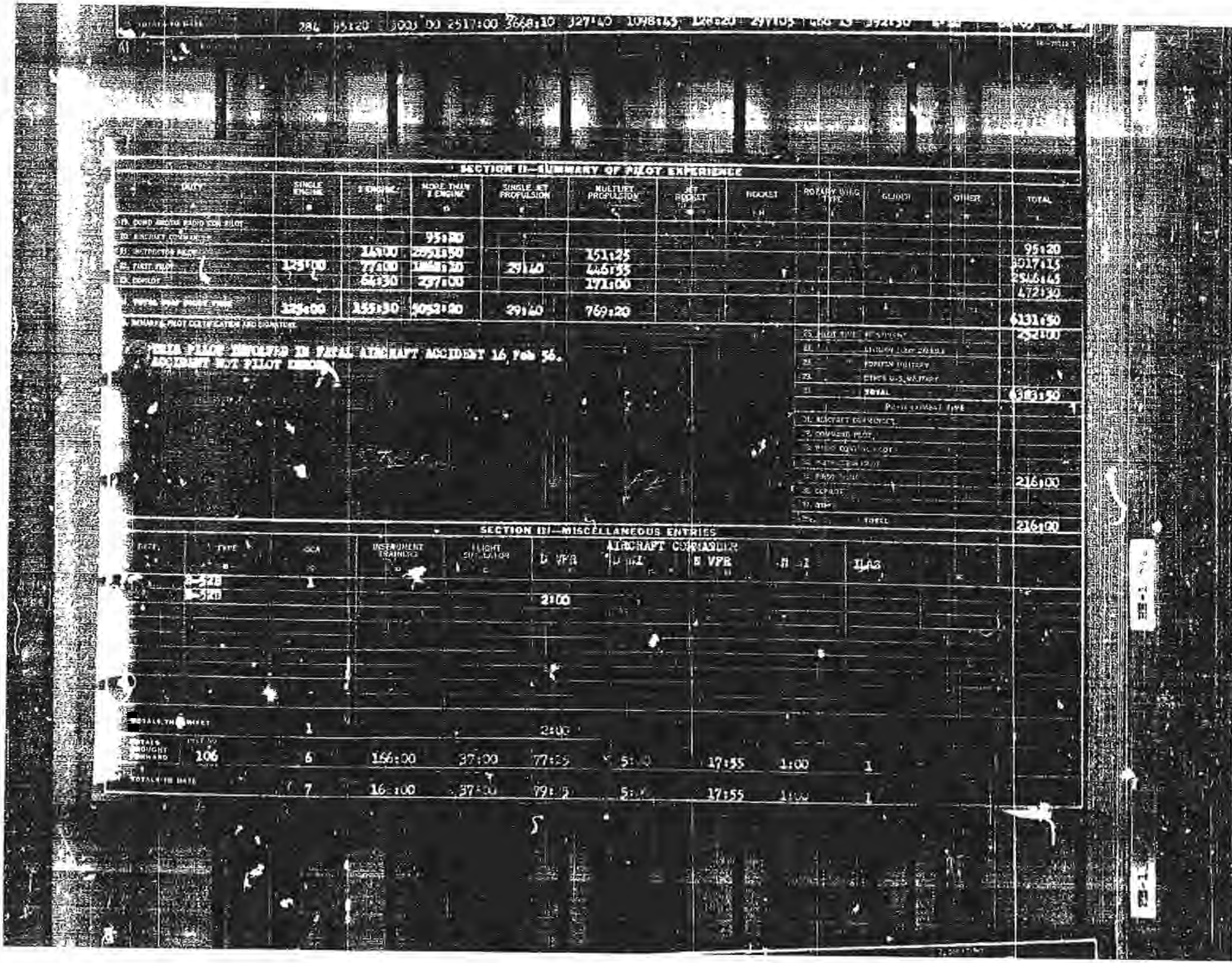
INDIVIDUAL FLIGHT RECORD (PILOT)

(b) (6)

(b) (6)

SECTION I

(b) (6)



SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	MORE THAN 1 ENGINE	SINGLE JET PROPULSION	MULTIJET PROPULSION	JET ROCKET	ROCKET	ROTARY WING TYPE	GLIDER	OTHER	TOTAL
		95:20								95:20
		2:00	29:20	151:25						3017:15
	125:00	77:00		446:35						2546:45
		61:30		171:00						472:30
	325:00	335:30	29:20	769:20						6131:50

	252:00
	384:50
	216:00
	216:00

WAS PILOT INVOLVED IN FATAL AIRCRAFT ACCIDENT 16 Feb 56.
ACCIDENT NOT PILOT ERROR

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	QCA	INSTRUMENT TRAINING	FLIGHT SIMULATOR	AIRCRAFT COMMANDER				
					D VFR	D IFR	B VFR	B IFR	ILAS
					2:00				
		1			2:00				
TOTALS & WEIGHT THIS SHEET									
TOTALS & WEIGHT FORWARD	106	6	166:00	37:00	77:55	5:00	17:55	1:00	1
TOTALS TO DATE		7	16 :00	37:00	79:55	5:00	17:55	1:00	1

INDIVIDUAL FLIGHT RECORD (PILOT)

1. NAME AND GRADE: (b) (6)
2. MONTH AND YEAR: January 1956
3. SHEET NO.: 104
4. ORGANIZATION AND STATION: 16th (SAC) [redacted] (B) [redacted]
5. DESIGNATED AIRCRAFT: B-52B
6. ORIGINAL RATING AND DATE: Pilot 28 Nov 53
7. PRESENT RATING AND DATE: [redacted] 50 6 Apr 56
8. DATE OF RATING: 6 Apr 56
9. SERVICE NO.: [redacted]
10. GRADE AND CLASSIFICATION: MAJOR (AF BSC)

MAJOR USAF

SECTION I

1. DAY OF MONTH	2. AIRCRAFT MODEL	3. AIRCRAFT SERIAL NO.	4. NO. LANDINGS	5. AIRCRAFT PILOTED (Type)	6. DUAL	7. PILOT	8. DAY	9. NIGHT	10. HOOD	11. COPILOT	12. DAY	13. NIGHT	14. WEATHER (Actual)
11	B-52B	0	1			4:00	3:00	1:00		2:00	2:00		
18	B-52B	0	10			7:00	2:00	4:00	1:00	1:00	1:00		
23	B-52B	0	3			9:00	2:30	6:30	6:00	1:30		1:30	
25	B-52B	2	13			9:30	1:30	2:00	6:00	1:30	1:30		

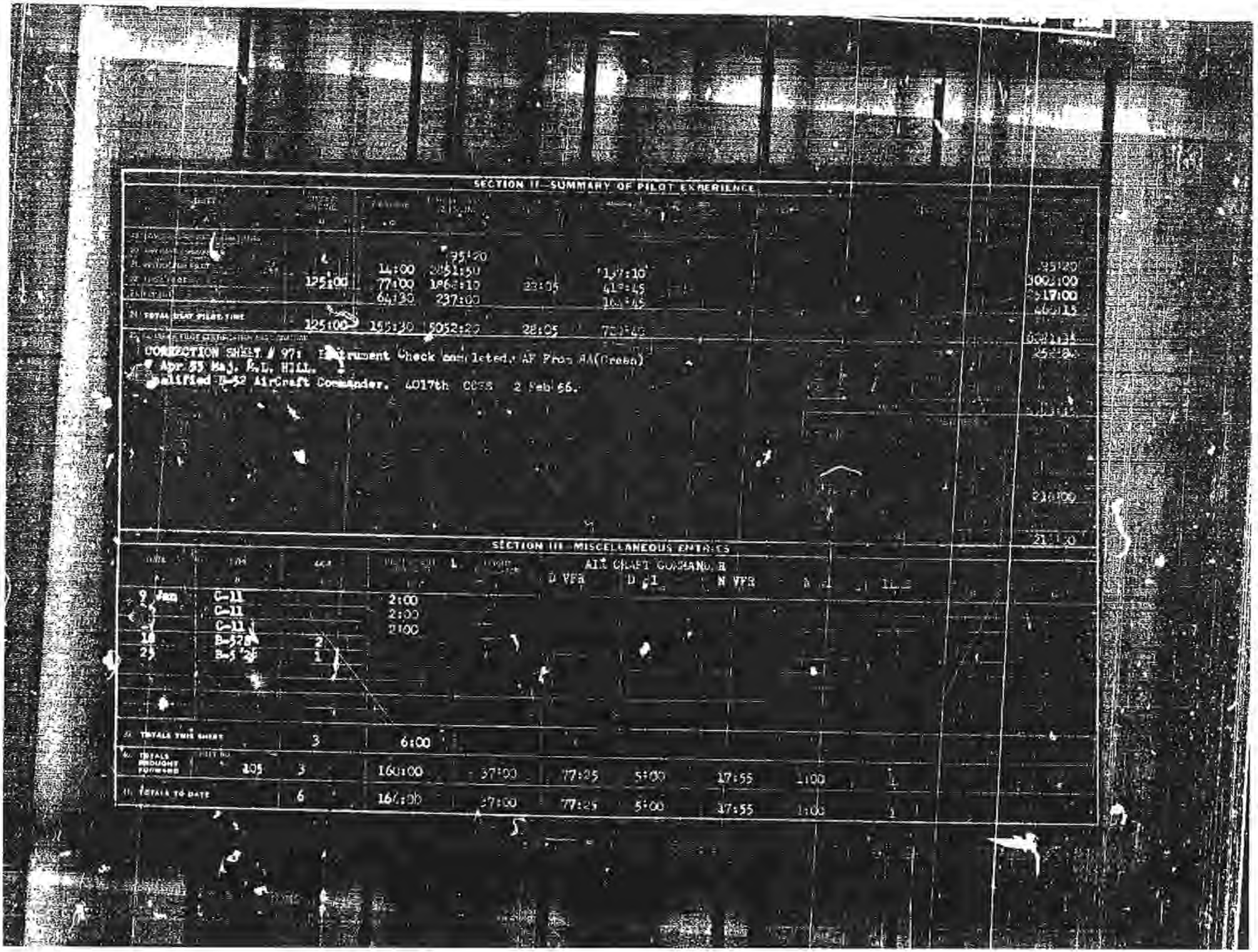
CLOSED OUT END OF MONTH

[redacted] 32 [redacted] 0 5:00

[redacted] 12:45 12 [redacted] 3:40 64:05 4:30

[redacted] 10 64:05 4:30

SECTION II—SUMMARY OF PILOT [redacted]



SECTION II—SUMMARY OF PILOT EXPERIENCE

			95:20				95:20
		14:00	2051:50				3002:00
	125:00	77:00	1962:10	23:05	1417:10		2517:00
		64:30	237:00		414:45		464:15
TOTAL THIS PILOT TIME	125:00	155:30	5052:20	28:05	72:45		5934:35

CORRECTION SHEET # 971 Instrument Check completed, AF Form 8A(Green)
Apr 65 Maj. R.L. HILL.
Qualified B-52 AirCraft Commander. 4017th CCTS 2 Feb 66.

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	NO.	PILOT OR L.	AIR CRAFT COMMANDER					
				D VFR	D IFR	N VFR	N IFR		
9 Jan	C-11		2:00						
	C-11		2:00						
	C-11		2:00						
18	B-57	2							
25	B-57	1							
TOTALS THIS SHEET		3	6:00						
TOTALS BROUGHT FORWARD		305 3	160:00	37:00	77:25	5:00	37:55	1:00	1
TOTALS TO DATE		6	166:00	37:00	77:25	5:00	37:55	1:00	1

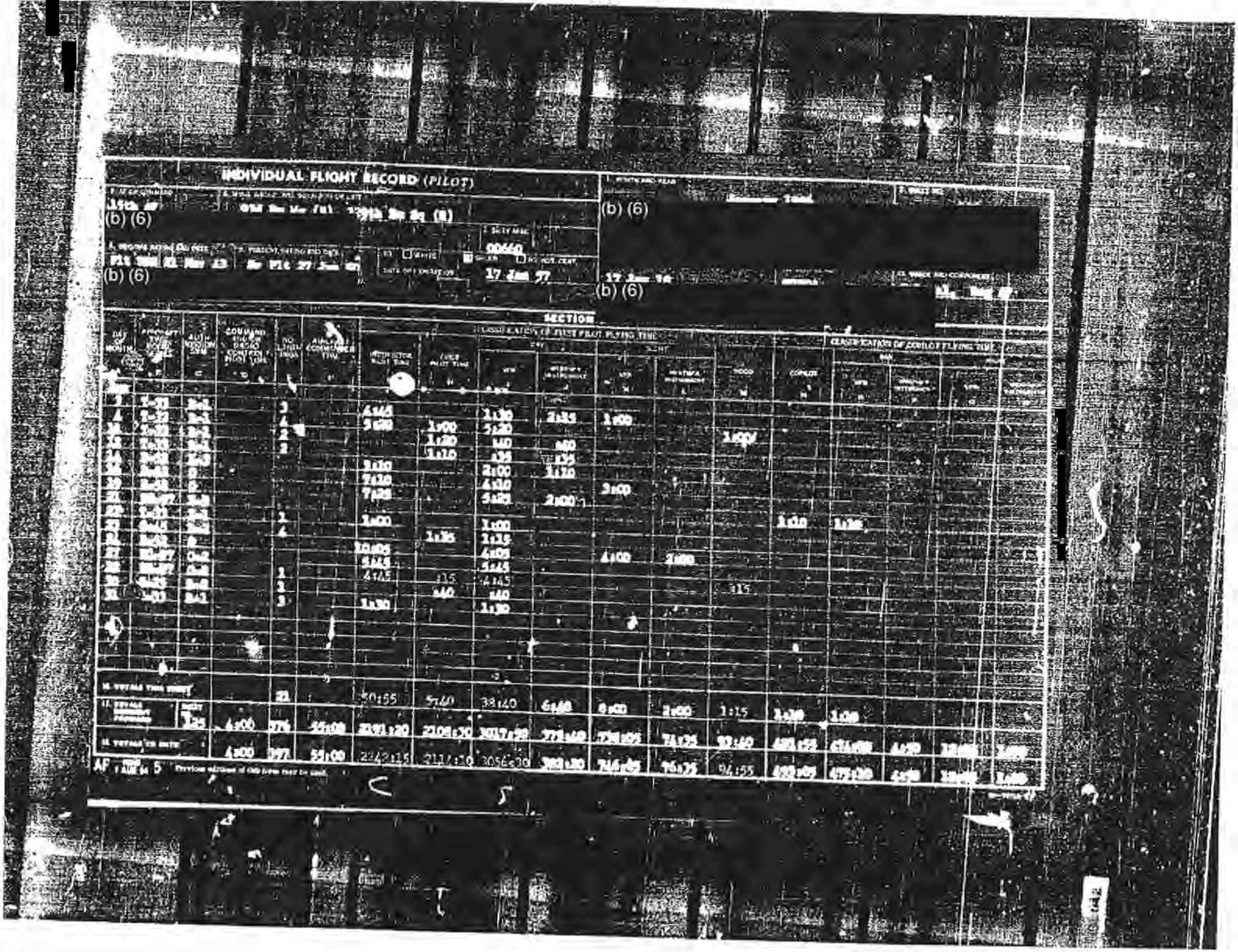
INDIVIDUAL FLIGHT RECORD (PILOT)

1. AIR FORCE COMMAND: 10th (TAC)	2. WING, GROUP AND SQUADRON OR UNIT: 92nd Bomb. Wg. (H) 326th Bomb. S dn.
3. BASE AND LOCATION: Castle Air Force Base, California	4. UNIT NO.: [redacted]
5. ORIGINAL RATING AND DATE: FIS Unk 22 Nov 43	6. PRESENT RATING AND DATE: Pilot 27 Jun 50
7. (b) (6)	8. ☐ WHITE ☒ GREEN ☐ RED DIST. CERT. DATE OF EXPIRATION: 27 Jun 51
9. CURRENT DUTY (Operational and Supply): MAJOR USAF	10. DESIGNATED (Observer): (b) (6)
11. NAME AND TYPE: FIRELANE 2956	12. UNIT NO.: [redacted]
13. DATE OF BIRTH (Day, month, year): 27 June 20	14. SERVICE NO.: 7[redacted]A
15. MAJOR AIR COMMAND OR OTHER: COMBINE (AF [redacted])	

SECTION I

DAY OF MONTH	AIRCRAFT TYPE AND MODEL	AUTH. REF.	COMMAND AND/OR DUAL CONTROL PILOT TIME	NO. LAND.	AIRCRAFT COMMANDER TIME	CLASSIFICATION OF FIRST PILOT FLYING TIME: INSTRUCTOR PILOT TIME	FIRST PILOT TIME	DAY: WITH	DAY: WEATHER INSTRUMENT	NIGHT: WITH	NIGHT: WEATHER INSTRUMENT	HOOD	CONVOY	CLASSIFICATION OF COPILOT FLYING TIME: DAY: WITH	DAY: WEATHER INSTRUMENT	NIGHT: WITH	NIGHT: WEATHER INSTRUMENT
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	[redacted]	B		2		1:05		1:05		1:05							
2	[redacted]	B		2		1:30		1:30		1:30							
3	[redacted]	B		2		2:15		2:15									
4	[redacted]	B		2		3:30		3:30									
15	[redacted]	B		2			2:05	2:05		2:00							
16	[redacted]	B		1		4:30											
						CLOSED OUT: OFFICER ASSIGNED											
17	TOTALS THIS SHEET			9		28:40	2:05	19:20		4:35							
18	TOTALS PREVIOUS PAGE	SHEET 126	4:00	397	55:00	2242:35	2114:30	3056:30	382:20	746:05	786:35	94:55	493:05	475:10	4:50	12:05	2:00
19	TOTALS TO DATE		4:00	406	55:00	2270:55	2116:35	3075:50	382:20	750:40	786:35	94:55	493:05	475:10	4:50	12:05	2:00

AF FORM 5



INDIVIDUAL FLIGHT RECORD (PILOT)

(b) (6)

17 Jan 77

(b) (6)

(b) (6)

SECTION

CLASSIFICATION OF PILOT FLYING TIME

CLASSIFICATION OF COPILOT FLYING TIME

AF